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Transport Administration in Tropical Dependencies

By George V. O. Bulkeley, C.B.E., M.I.Mech.E.

With Chapters on Finance, Accounting, and Statistical Methods

IN COLLABORATION WITH

Ernest J. Smith, F.C.I.S.

(formerly Chief Accountant, Nigerian Government Railway)

190 pages Medium 8vo. Full cloth

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THE RAILWAY GAZETTE

33, TOTHILL STREET, WESTMINSTER, S.W.1.

King's Birthday Honours List

THE King's Birthday Honours List, a selection of names from which were given in our last week's issue—some further names of transport and industrial interest are given this week—contains a number of railway men. Mr. Gilbert Matthews, Operating Superintendent, Western Region, British Railways, receives the C.V.O., and several representative overseas railway men receive the honour of C.M.G. They are Lt.-Colonel N. C. Harris, Chairman of the Railway Commission of the State of Victoria; Mr. R. H. Robertson, General Manager of the Sudan Railways; and Mr. D. C. Woodward, General Manager of the Nigerian Railway. Mr. F. A. A. Menzler, Chief Development & Research Officer of the London Transport Executive, receives the C.B.E. Recipients of the O.B.E. include Mr. Frank Gilbert, Principal Staff Officer, British Transport Commission, and Lt.-Colonel James Briggs, Civil Engineer, London Midland Region. The Ministry of Transport is represented by Mr. C. A. Birtchnell, a Deputy Secretary, who has been closely associated with road transport, and who now receives the K.C.M.G., and by Mr. S. J. Page, M.C., an Under-Secretary now in charge of a group of divisions at the Ministry covering Railways (Traffic & Maintenance), Docks & Canals, and Rates & Charges; and he is awarded the C.B.

The New Tavern Cars

The controversy which has been aroused by the introduction of the "tavern cars" on British railways shows no sign of diminishing. Among our Letters to the Editor this week are several dealing with this subject, and references in the daily press are still being published. These tavern cars, which form part of new restaurant-buffet-car sets, were described and illustrated in our June 3 issue. The time at which these vehicles were introduced could have been better chosen. The frequent recent references to shortage of passenger rolling stock may occasion surprise that men and materials were available for work of this kind. One of the least pleasing features of the design is the placing of the windows. These are so high that travellers seated inside the coaches cannot see the countryside through which they are passing. The reason given for this is to preserve the pseudo-antique interior appearance, and to avoid distracting passengers so that they dally over their meals or refreshments. The effect from outside is in striking contrast to the warm cheerfulness of an illuminated dining car, particularly at night. Many will have pleasing recollections of the attractive effect, especially on a winter evening, of a dining car or Pullman train, with its shaded table-lamps throwing their light on napery, cutlery, and glass to give a heartening picture of well-being.

Dollar Exports Board

The setting up of a preliminary organising committee for the Dollar Exports Board under the chairmanship of Sir Clive Baillieu was approved at a meeting of industrialists, bankers, and representatives of the trade unions held at the Board of Trade on April 26. The formation of the new Board was announced at a press conference held in London on June 13, and a copy of the Baillieu report has been sent to every member of the Federation of British Industries and of the National Union of Manufacturers. The Board has been formed into a company limited by guarantee, and its purpose is to promote and assist in every way the increase of British exports to Canada and the U.S.A., though it is difficult at the present stage to say much about its working programme. Experience must to a very large extent determine its policy and activities. Sir Graham Cunningham, the Chairman of the Board, speaking at the conference referred to above, emphasised once again the importance of increasing our exports to dollar countries, and said that the Board hoped to be of help in removing obstacles raised by the actions of Governments and in encouraging individual industries and manufacturers to tackle what were undoubtedly difficult markets. Staff would be obtained from industry and national organisations had agreed to provide the necessary funds to finance its operations for an initial period. Sir Graham Cunningham emphasised the point made in the Baillieu

report that "the increase of United Kingdom exports to Canada and the U.S.A. does not involve competition to a degree which could undermine their industrial economy."

Scottish Buses

The transfer of ownership of the S.M.T. Group buses to the British Transport Commission has now been effected, and the 722 vehicles (589 single-deck buses and 133 double-deck) formerly worked by the parent Scottish Motor Traction Co. Ltd. are now in the hands of the newly-formed Scottish Omnibuses Limited, which was incorporated in Edinburgh on April 4. Control of the Caledonian Omnibus Co. Ltd., which passed to the B.T.C. with the acquisition of the Tilling Group, has been transferred to the S.M.T. Group. This was the only Tilling bus interest in Scotland, and is a comparatively small company with about 166 buses operating in the area around Dumfries, Carlisle, Lockerbie, Kirkcudbright, and Stranraer, immediately to the south of the area served by the Western S.M.T. Co. Ltd. These areas are shown in the map we reproduce on page 679. The remaining operating companies of the S.M.T. Group are W. Alexander & Sons Ltd. with 1,577; Central S.M.T. Co. Ltd. and Lanarkshire Traction Co. Ltd., together 587; and Western S.M.T. Co. Ltd., with its subsidiaries, totalling 710 buses. The whole nationalised fleet in Scotland thus comprises nearly 3,800 vehicles.

The Swansea & Mumbles Railway

One of the few standard-gauge railways which was not nationalised is the electrified Swansea & Mumbles Railway, which continues to handle a heavy passenger traffic. This railway, which is leased to the South Wales Transport Co. Ltd., was the first in the world to carry regular passenger traffic, beginning in 1807. Speaking recently at the annual general meeting of the South Wales Transport Co. Ltd., the Chairman, Mr. Raymond W. Birch, said that the Mumbles Railway continued to play its important part in the local transport facilities, and in 1948 carried more than twice as many passengers as in 1938. The company, of course, is concerned primarily with motorbus operation, and Mr. Birch said that, perhaps because they were railway operators themselves, albeit in a small way, they had always had a cordial relationship with their friends, the main-line railways. This, he was glad to say, had not been diminished by nationalisation, and arrangements had been made recently whereby main-line passengers were conveyed on the company's buses, in the event of an interruption of service on the railways. Also, railway monthly return tickets between certain points were now available for the return journey by bus. As a member of the B.E.T. Group, the South Wales Transport Company is keenly opposed to nationalisation of provincial buses, which is not obligatory under the Transport Act, 1947, and he stressed that full co-ordination existed already under the Swansea & District Transport Act, 1936.

Swiss Passenger Tariffs to Promote Tourist Traffic

Dr. Conrad Branger contributes to a series of Swiss publications on transport questions an exhaustive study* of this question. He examines the many concessions offered by the various Swiss railways since 1858, when the first cheap (Sunday) tickets were issued, and 1862, which saw the introduction of party tickets. Until the late war the necessarily somewhat high fares of Swiss railways, artificially raised in certain cases on the basis of tariff-kilometres to afford, as in the case of the Severn Tunnel, an enhanced return on heavy capital works, may have been a deterrent to tourist traffic. This is hardly now the case. Nevertheless, the many factors, including promotion of rail *versus* road travel once the tourist is in Switzerland, and the problem of alternative routing by rail and lake steamer, are extremely complex. One aspect of which more should be said is the promotion of travel by appropriate fare concessions, in the interests of the national economy, to districts further removed from the usual points of entry into Switzerland; this might in a good tourist season relieve congestion in the more centrally situated resorts.

* Tarifmassnahmen der Schweizer Bahnen zur Förderung des Fremdenverkehrs. Berne. Schweizerische Beiträge zur Verkehrswissenschaft. (Stämpfli & Cie.)

British Standard F.B. Track in Service

On June 6, about four months after the announcement that flat-bottom track had been adopted as the standard for British Railways, the first 109-lb. rails rolled to the new specification, which eventually will replace the 95-lb. bullhead track that has been standard for upwards of a century on some 22,000 miles of track, were laid on the down main line of the North Eastern Region, between Tollerton and Alne, about 10½ miles north of York. The renewal of this section of track had been scheduled for Sunday, May 22, but had been postponed on account of the unofficial weekend strikes of enginemen. The engineers were given absolute possession of the up and down fast lines, and the work of relaying about 1,000 yd. of track was carried out under the supervision of Mr. E. F. Triffitt, District Engineer, York, between 4 a.m. and 10 a.m., by 60 men. The new track had been pre-assembled in 60-ft. lengths in the District Engineer's storeyard at York, and was laid in by crane. The relaying programme of British Railways for 1949 involves the renewal of 1,484 miles of track, of which 463 miles will be relaid with flat-bottom rails.

A Runaway Breakdown Crane

An unusual mishap occurred at Griseburn ballast sidings on the Settle and Carlisle line of the London Midland Region in the early hours of November 29, 1948. As will be seen from our summary of Mr. J. L. M. Moore's report in this issue, the Carlisle breakdown train had been called to this spot to deal with a derailment. The breakdown crane was detached but not secured by applying the handbrake, which Mr. Moore came to the conclusion was hardly ever done. Simple scotching was all that was relied on. The crane was driven over the scotches when the train came into contact with it in setting on again, and began to run away. The jib was not fully down and hit an overbridge, flying debris from which fatally injured one of the crew who was making plucky endeavours to save the situation. The crane ran nearly 23 miles, but was stopped by an adverse grade at Lazonby, otherwise it might have continued to Carlisle, where preparations were in hand to deal with it. Mr. Moore recommends improved instructions regarding the use of the handbrake, the distiguishing of the brake wheels, and the adoption of the Continental type of rail slipper, as well as the clarifying of the various rules affecting the guard's action when a crane is detached.

Electric Locomotives for High-Speed Trains

At a period when most reports of fast electric running in Europe concern trains hauled by locomotives with power bogies only, it is interesting to be reminded that in the U.S.A. there has been virtual standardisation of the 2-Co + Co-2 wheel arrangement for high-speed work. This fact emerged from the report compiled by Mr. G. A. Dalton, Chief Electrical Engineer, South African Railways & Harbours, on "Electric Locomotives for Fast Trains (75 m.p.h. and over)" for presentation to the recent enlarged meeting in Lisbon of the Permanent Commission of the International Railway Congress Association. As will be seen from an article on another page, the reporters on Continental practice discerned, on the contrary, a tendency towards discarding guiding bogies. When the meeting debated the question, a delegate remarked that electric locomotive construction in the United States now was conforming closely with diesel-electric practice, and it was therefore agreed that this movement towards power bogies without separate guiding axles, might be described as general. Another amendment modified a reference to nose-suspended motors—which implied the possibility of their eventual abandonment—by recalling that they are being adopted for certain high-speed locomotives still under construction. The meeting seems to have reached conclusions satisfactory to all delegates in a manner that should be commended to other types of international conference, and the mass of information compiled by the reporters provides an abundant supply of material for the formation of individual views.

Government, Management, Unions, and Men

THE labour disputes in the railway industry have shown little real improvement during the past week. If anything, the difficulties have been acerbated by irresponsible talk by some of the union spokesmen. An appeal to the Prime Minister to intervene has had no greater result than a broadcast by the Minister of Labour to the men to resume work, and to abandon their strike tactics. Clearly, any attempt by the responsible head of the Government to intervene in a dispute of this kind would disrupt all organised authority, and, although the Labour administration must feel acute embarrassment at the turn events have taken, it is alive to the even greater dangers which would arise from intervention.

A summary of the events which have occurred in the lodging turns and wage increase negotiations is given elsewhere in this issue. The gravity of the situation which has arisen cannot be denied. It is clear that to some extent at least the unions cannot claim to exercise complete control over their branches and individual members. This is particularly the case with the National Union of Railwaymen, for both the Associated Society of Locomotive Engineers & Firemen and the Railway Clerks' Association have shown a greater measure of statesmanship in their attitude to the problems which have arisen.

UNION'S CLAIM

The General Secretary of the N.U.R., Mr. Figgins, set an unfortunate example to his members when he spoke at the Labour Party conference at Blackpool, and gave his ideas on how a vast commercial organisation like British Railways should be run. He then declared that the N.U.R. demanded a real share in management and control. Consultation with the management was not enough; there must be a real share in the administration, including the appointment of staff. His declaration showed the serious crisis which has come to exist in the business relationship between management and labour.

It was carried a stage further on Monday last, when the Paddington No. 1 Branch of the N.U.R. sent a letter to the Prime Minister referring to the refusal of the Railway Executive to continue negotiations on the wages claim while under duress by reason of the continued strikes in the districts. The letter, which was signed by the branch secretary, added: "I am instructed to inform you that my members have no faith in the Railway Executive as at present constituted, and request that steps be taken to have them replaced by more competent people."

It is the first principle of large-scale management that staff should be contented, and should have a pride in their calling. Unless this is achieved the objects of the organisation would not be fulfilled. In the railway industry, over many years, great care has been devoted to building and strengthening the negotiating and consultative machinery. Before nationalisation it was widely held that the arrangements made were among the best of their kind in the world. They provide for uniformity of treatment to be observed throughout the service, and for the discussion and settlement of all matters that may arise, from the purely local, affecting a few of the staff, to a nation-wide problem concerning the rates of wages and conditions of service of the staff as a whole. All ranks of staff have the opportunity to state their views. If they are not satisfied they can, if they wish, discuss them with the Chairman of the Railway Executive. Since nationalisation, staff arrangements have been widened. For example, the Railway Executive meets the trade union leaders regularly, and there is the frankest discussion of current problems affecting British Railways in general. In addition, meetings are held at many points on the railways, between the Chief Regional Officers, the Member of the Railway Executive for Staff, and representatives of all grades of staff.

WIDENED CONTACTS

These expanded contacts between the Railway Executive and the trades unions are in accord with clause 95 of the Transport Act, 1947, which deals in some detail with differences between negotiation and consultation between management and staff. Carrying out the directions of this clause, towards the end of last year talks were initiated on any changes which might be required in the machinery of negotiation, and also in

the machinery of consultation between management and staff at all normal levels on matters not covered by the established machinery of negotiation.

Wages and conditions of service were already fully covered by that machinery, but questions appertaining to the general running of the industry, and its inter-relation with the public, were considered to be matters which might reasonably be the subject of consultation, although it was appreciated that the right of decision must be reserved to the management.

The National Union of Railwaymen refused to negotiate in the new consultative—as distinct from negotiating—machinery, which by agreement between the Railway Executive and all the trade unions concerned, except the N.U.R., recently has been introduced on British Railways. These consultative arrangements provide for an exchange of views between management and staff at various levels on matters not within the realm of negotiation. The other unions welcomed them in principle, and now have agreed to them in detail. But apparently the N.U.R. will have nothing to do with them.

The main reason for this attitude seems to be that the N.U.R. wants, not consultation on matters in which the final word must rest with the management, but direct participation and an equal say in management. The N.U.R. objection is also understood to be based on the premise that consultative machinery should not be brought to finality, so long as the negotiating machinery for the railways is still under discussion—an objection which overlooks the distinction between "negotiation" and "consultation" which is drawn in Section 95 of the Transport Act.

Whether the Railway Executive, as at present constituted, and with its present powers under the Transport Act, is the best possible body for achieving the successful operation of the railways is a matter on which opinions may differ. It is an organisation for which railway officers as such were not responsible. It was imposed from without. It is a Civil Service conception of organisation and administration. Probably it may be argued that it represents the best way of getting something done in a hurry, although, on the other hand, it may be contended that some of the things it is attempting are the last which should be hurried.

Nevertheless, it is fundamental in any commercial organisation that someone, or some body, must be responsible for the conduct of the business. Unless there is clearly defined authority, who is to be held responsible? Every day decisions have to be given at all levels, and the whole organisation has to be geared to enable this work to be done smoothly and efficiently. The training of the staff for this duty is a lifetime task, because railway work is highly specialised. If any doubt is to be introduced as to who is ultimately responsible, it would be a fatal flaw which would show quickly throughout the undertaking. Already the Railway Executive has had its troubles and its criticisms arising from over-centralisation, from too much committee work, and from delays which necessarily have arisen because of the magnitude of the organisation which it is attempting to control and operate.

WORKERS' CONTROL

Government spokesmen recently have warned trade unionists against pitching their hopes too high of achieving workers' control, or a direct share in the management of nationalised industries. Unfortunately, this has come rather as a counterblast to some of the Utopian promises which, for a couple of generations, were held out to the workers by those who are now in office, and by their predecessors in the Labour movement.

If a trade union was to succeed in its claim to share in management, obviously it would have to accept the responsibility and the risk which attach to management. It could not then perform its functions as a trade union, responsible to its members for securing the highest possible rate of wages, and the best possible conditions of service. Among responsible trade unionists, this danger of a dual responsibility and loyalty is widely appreciated—more so than Mr. Figgins appears to realise. Many railway trade unionists still feel that the trade unions would be wiser to keep strictly to their own job. If this commonsense view prevails—and there is still hope that it will—the railway industry may yet avoid a period of disruption which would have its repercussions throughout the national economy.

End of the Southern Railway Company

THE Southern Railway Company is the first of the former main-line railway statutory companies to cease to exist. The three other main-line railway companies, those of the Great Western Railway, London Midland & Scottish Railway, and London & North Eastern Railway, are still in existence, and their dissolution is not likely to occur yet awhile.

The four main-line railway companies did not pass out of existence when the railways were nationalised on January 1, 1948. Before dissolving, they are required to satisfy section 24 of the Transport Act—that is, to prove that all their property has been transferred to the British Transport Commission, that all moneys in their hands have been properly distributed, and that they have entered into no agreement which the Commission may have cause to disclaim. The Southern Railway Company has been the first to tidy its affairs, prove that it has complied with all legal requirements, and abolish itself. Its dissolution was gazetted by the Board of Trade on June 10, when similar notice was also given in respect of a number of smaller acquired railway and canal undertakings. The Board of Trade certificate and schedule of undertakings is reproduced elsewhere in this issue. The expedition and efficiency with which Directors and Secretary of the Southern Railway Company wound up their affairs have given them the distinction of being the first to leave a scene in which, despite their talents, they had been accorded no role. The railway world has lost the knowledge and experience of the 16 Southern Railway Directors, part of the total of 80 Directors of British railways, whose services were dispensed with on nationalisation. None of the Southern Railway board sought, or was offered, any appointment under the new régime. Sir Eric Gore Browne was the last Chairman and Mr. Henry Brooke, Deputy Chairman, of its capable board, which included two former railway General Managers (Sir Francis Dent and Sir Herbert Walker). They had as colleagues three ex-Ministers (Sir John Anderson, Lord Kennet, and Mr. H. U. Willink), and experienced public servants such as Sir William Clark and Sir George Schuster. Among the industrialists were Sir William Currie, Chairman of the P. & O., Sir John Thornycroft, the shipbuilder, and Lord Courthope, who had large brewery interests, and who is now on the way to recovery after a serious illness. Finance and commerce were represented by Mr. Clive Pearson and Mr. E. B. Baring. Major Arthur Penn, another former Director, has just received the K.C.V.O. in the Birthday Honours; another of the Directors was Lord Radnor.

Much of the work associated with the winding up of the affairs of the Southern Railway Company necessarily has fallen on the Secretary, Brigadier L. F. S. Dawes. With the ending of that task he is accepting an appointment in industry connected with engineering and operating under private enterprise.

International Union of Railways

THE meetings of the several committees of the International Union of Railways, more usually referred to as the U.I.C., took place at Oslo from May 23-June 2, on the invitation of the Norwegian State Railways. There was complete unanimity of view among the delegates from the railway administrations of approximately twenty European countries. Thanks to the excellent arrangements made by Mr. Egil Sundt, General Manager, and his colleagues at Oslo, this series of meetings was one of the most successful held since the revival of the International Union of Railways in 1945.

Much useful work was accomplished by the committees: Great Britain is the Chairman Administration in the case of the First Committee (Passenger Traffic) and the Special Committee (Exchange of Information). A list of the British delegates to the meeting is given on page 677. The Second Committee (Freight Traffic) is in the hands of Monsieur Dirlwanger, of the Swiss Federal Railways, the Third Committee (Accounts & Statistics) has Monsieur Lemaire, of the Belgian National Railways, as its Chairman, whilst the Fourth Committee (Working) is now headed by an Italian, Signor Palmieri.

Monsieur Jean Levy continues his long association with the Fifth or Technical Committee, and careful design of the programme, which always allows for a staggering of the work of the various committees so as to permit joint meetings,

enabled certain delegates to go on from Oslo to Lisbon for the Permanent Commission meeting of the International Railway Congress Association.

A feature of the Oslo meeting was the presence, for the first time as Secretary-General of the U.I.C., of Monsieur Tuja, as successor to Monsieur Pader, who for so many years held that appointment with distinction. Delegates were agreed that in Monsieur Tuja the Union had appointed one who was exceptionally well qualified to uphold the finest traditions, and the success of the meetings, held in the fine Handelstands Forening, or Chamber of Commerce Building, in large part was due to Monsieur Tuja's masterly handling of procedure together with the organising ability exhibited by Mr. Moen, of the Norwegian State Railways.

Oslo is one of Europe's most attractive and beautifully-sited cities, and the hospitality so generously offered to the delegates included dinners at Dronningen, on Oslo Fjord, and at Frognersteteren, while a civic reception at the Akershus, the Norwegian counterpart to the Tower of London, proved a memorable occasion, at which Mr. Hacker, Chairman of the First Committee, admirably voiced the thanks of all the delegates to the Mayor.

For the long excursion to Finse, Voss, Stalheim, and Flam, the delegates travelled in two parties from Oslo, one involving a night journey northwards and the other involving a return journey by sleeping car. There was a carefully organised change-over at the celebrated Stalheim tourist hotel, high among the glaciers near Gudvangen, with its famous fjord, on which a special steamer took the parties to or from Flam, with its electrified railway linking with the Bergen-Oslo main line at Myrdal.

For those who attended the U.I.C. meetings at Oslo in 1949 this excursion will always remain a vivid memory, for the magnificent scenery was matched by so many items of technical railway interest, whilst its success was assured by excellent planning. High praise must be accorded the Norwegian State Railways for the great success of this meeting, which was marked by goodwill and co-operation between the delegates of railways stretching from Helsingfors to Algiers and from Brest to Warsaw, Prague, and Athens.

Conservative Policy on Nationalised Industries

LAST week Mr. Anthony Eden made an important statement at Southampton on Conservative Party policy in relation to nationalised industries. He said that if his Party were returned to power, it would call a halt to further schemes of nationalisation, and if steel had been nationalised by that time it would take steps to de-nationalise it. Where practicable it would seek to de-nationalise other industries, for example, large sections of the road transport industry.

In the case of the railways and coal he did not think that it would be possible to return them to free enterprise—"once the eggs have been scrambled it is not easy to get them back into their shells again"—but the administration would be decentralised. He did not claim that decentralisation was anything but a second best. It was a poor substitute for free enterprise. At the same time he thought that decentralisation of administration in the case of coal and railways would do a great deal to improve their operation.

According to the *Daily Mail*, a memorandum has been drawn up by the Conservative Transport Committee, which states that so far as Government ownership of the road transport industry has already taken place, it is intended to reverse it and to return such passenger services to those people, including municipal authorities, prepared to buy them. The Committee's main suggestions are given as:—

- (1) To retain the railways under public ownership but to decentralise responsibility for their management;
- (2) To return the road haulage industry to private enterprise; and
- (3) To return the road passenger industry to municipal and private enterprises.

It is stated that the plans for decentralising and simplifying railway management include a Regional Board responsible for each Region, and the making of each Region financially autonomous. In addition, there would be a Central Board.

The Conservative Transport Committee's memorandum has

not been issued publicly, but, assuming that the *Daily Mail* summary of its contents is substantially correct, it would seem that what is envisaged would be something like a large holding company at the top of the railway organisation, with the Regions operating as subsidiaries. If such a plan were adopted, it would provide an opportunity to set up, in modified form, a body somewhat akin to the old railway boards of directors. There can be little question that nationalised railways have been the worse off for the elimination of the business and commercial experience and sage counsel of the old railway boards.

The decentralisation of responsibility and increased autonomy for the Regions would help to recreate a competitive spirit inside the railway industry—another casualty of nationalisation. A logical outcome of a development of the kind envisaged by Mr. Eden might be an enlarged Commission, very similar to one of the former railway boards of directors. With autonomy in the Regions there seems no reason why the various systems should not again be known as "Railways" instead of "Regions"—Southern Railway, North Eastern Railway, Western Railway, and so on.

The wisdom of returning large sections of the road passenger and goods industries to private enterprise, while retaining State control of the railways, may be questioned. Would it not be better, if private backing could be secured, to return all forms of internal transport to free enterprise? In any event, to release the roads without due safeguards to ensure co-operation with the railways—which represent three-quarters of the nation's transport—would not help towards achieving balance and co-ordination.

International Railway Congress Association

THE enlarged meeting of the Permanent Commission of the International Railway Congress Association was held at Lisbon during the period June 1 to 5. In our June 3 issue we gave details of the three sections in which the proceedings were to be conducted, together with a list of the questions and reporters, and summaries of the more important papers are being given in our columns. The first of these was published in our June 3 issue.

The meeting, although small, and not to be confused with the International Railway Congress, the next of which is to be held in Rome in October, 1950, was a successful occasion, and attended by important representatives of a number of railway administrations. The British delegation was headed by Sir Cyril Hurcomb, and included Messrs. Miles Beevor, C. A. M. Birtchell, E. S. Cox, J. H. Glendinning, J. R. Pike, V. A. M. Robertson, J. Taylor Thompson, J. C. L. Train and E. A. W. Turbett. Other railway administrations represented were from Belgium, Denmark, Egypt, France, Holland, India, Italy, Portugal, Portuguese East Africa, Spain, South Africa, Sweden, and Switzerland. A list of delegates is given on page 677.

The arrangements for the business of the Commission and the entertainment of the delegates were carried out admirably by the Portuguese authorities. On Wednesday, June 1, after the registration of delegates, there was a meeting of the Executive Committee and afterwards a meeting of the Permanent Commission. In the afternoon the opening plenary meeting was held, and afterwards delegates left the conference headquarters and visited the Town Hall, Lisbon, for a reception by the municipal authorities. On June 2 the morning was occupied by a technical meeting of all three sections, dealing with Way & Works, Locomotives & Rolling Stock, and Working. In the afternoon the delegates left by boat for a visit to the railway workshops at Barreiro, and after their return to Lisbon attended a banquet given by the Permanent Commission to the Portuguese authorities at the Aviz Hotel.

The morning of June 3 was devoted to the continuation and conclusion of the technical meetings of the three sections. In the afternoon the delegates met at the Central Station, Rossio, and were taken by motorcoach to visit a number of important public works which had been constructed by the Portuguese Public Works Department in Lisbon and the surrounding districts. In the evening there was a festival at the National Theatre of St. Carlos.

On June 4, after a meeting of the Permanent Commission, there was a plenary and closing meeting; later in the day delegates embarked at the Maritime Station for a visit by boat to the Port of Lisbon. In the evening a banquet was

given by the Portuguese Government at Palacio Hotel, Estoril. The last day, June 5, was Sunday, and the morning and afternoon were left free for the delegates. Late in the evening a bull fight was staged by the Portuguese authorities at the Campo Píolno at Lisbon. For delegates who stayed over into the next week, excursions were arranged.

Swiss Federal Railways in 1948

THE report for 1948 of the Board of Management of the Swiss Federal Railways expects a decline in traffic during the next few years. The year 1948 financially was less successful than 1947, in its turn inferior to 1946, the best year in the history of the Federal Railways. In 1946 and 1947 it was possible to pay interest on Government loans at the maximum rate permitted by law of 4 per cent. As regards 1948, out of a credit balance of fr. 15,000,000, it has been judged advisable to allocate some fr. 8,000,000 to a special reserve, and the remainder, in lieu of paying interest at $1\frac{1}{2}$ per cent., to amortisation.

In passenger traffic the increase in receipts over the previous year, despite a slight decrease in passenger-journeys, is attributed to the new tariff in force from February 1, 1948. The report, however, draws attention to the increase during the past ten years in the number of road vehicles. Road competition is being countered by adjustments of the passenger tariff, and by improvement not only in the timetable but in the passenger locomotive and coaching stock user, in which considerable success has been achieved.

In freight traffic there have been slight increases in tonnage. Receipts, however, are disappointing, notwithstanding a conservative budget, in the light of the new tariff, which is thought to be due partly to a diminution of traffic from Italy, partly to the diversion of transit traffic to other and cheaper routes, and partly, in the case of internal traffics, to road competition. In general, the more highly rated traffics have suffered. The latter half of 1948 saw a decline in traffics, which has persisted through the earlier months of 1949. The report considers the financial situation of the Federal Railways to be precarious. Since 1938 the cost of living has risen 63 per cent., wholesale prices 117 per cent., and the general expenditure of the Federal Railways 90 per cent., whereas tariffs have been raised from 15 to 20 per cent.; passenger-journeys show an increase of 88 per cent. and freight tonnage of 33½ per cent., but there are signs that traffic is tending to decline. The following are official figures for 1947 and 1948:—

	1947 (actual)	1948 (budget) (millions of francs)	1948 (actual)
Receipts—			
Passengers ...	270	261	277
Baggage and parcels ...	18	16	20
Freight ...	323	293	323
Miscellaneous ...	52	44	57
Total receipts ...	663	614	677
Working expenditure ...	451	462	496
Surplus ...	212	152	181
	1946	1947 (millions)	1948
Passenger journeys ...	206.5	212.6	207.7
Freight (tonnes) ...	16.9	18.2	18.5

The problem of road competition is stated to be much aggravated by a general falling off in traffic due to the recession, at present slight, in trade and industry in Switzerland, combined with the great increase in the number of new road vehicles. A temporary check on the latter is exercised by a temporary ordinance governing road transport undertakings, which, however, lapses at the end of 1950. Proposed permanent legislation in this field is the subject of much controversy. Foreign tourist traffic is limited by the availability abroad of Swiss currency, and is not likely greatly to increase during the next few years; though of great importance, it perhaps is not so important to the Federal Railways as may be generally supposed.

SCOTTISH REGION STATION CLOSED.—The Railway Executive, Scottish Region, announces that, as from June 13, Dumfries House Station has been closed. Passenger train parcels traffic for the area served by Dumfries House Station is now being dealt with at Skares Station.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Nationalisation Results

Appletree Cottage,
Beenham Hill.
Near Reading. June 4

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The Bar Benevolent Association, a most valuable and deserving charity, in its last report says that the nationalisation of the railways, in the stocks of which much of its capital is invested, has caused a loss of income of £120 a year. This is only one instance, out of probably many, where the result of the Act has meant the robbery of the widow and the orphan.

Incidentally, I trust the correspondence in the Press on "Taverns on Wheels" will put an end to this ridiculous experiment, which no responsible railway man, only a Government official, could have devised.

Yours faithfully,
H. LANGFORD LEWIS

"Tavern Cars"

80, Birches Barn Road,
Penn Fields, Wolverhampton. June 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In addition to the spirited remarks, with which I wholeheartedly agree, made by the eleven prominent gentlemen about "Tavern Cars" in your issue of June 3, I deplore the wholly false impression of an "Old English country pub," which Mr. Bulleid has succeeded in conveying to all and sundry. The absence of essential fixtures in the form of either beer engines, or casks on racks behind the bar, is alarmingly conspicuous, while a scattering of sawdust would not be so out of place as a plastic-topped bar and an enamelled inn-sign!

Yours faithfully,
CHRISTOPHER LANGSTON

13, Outwood Drive,
Heald Green,
Cheshire. June 9

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The new "Tavern Cars" have the windows set high, specially, apparently, to prevent seated passengers from looking out! It is really beyond comprehension how, after years of increasing the window spaces to enable passengers to admire our lovely countryside and to get as much sun as possible, that such carriages can be built—and 24 of them! Is this "Functionalism" run riot and a foretaste of standardised nationalised rolling stock?

"See Britain First—but not by Tavern Car!" What will visitors to this country, and everybody else, think, after studying their "Through the Window," to find that they can see nothing unless they eat their meals standing? In any event, what was wrong with the Midland and later L.M.S.R. system of serving meals which saved considerable rolling stock space?

Yours faithfully,
ERIC DYCKOFF
"Somerleyton,"
Ridgway Road, Stoneygate.
Leicester. June 11

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—May I add my voice to the growing chorus of disapproval concerning these new vehicles. I dislike both the inside and the outside finishings, but, whereas I can easily avoid being offended by the phoney pseudo-Tudor internal fittings by keeping out of the cars, I cannot help seeing the absurd decorations which have been applied to their exteriors as I travel on the railways.

I thought that the former L.N.E.R. was carrying a colour scheme rather too far when its steel-panelled vehicles were grained and varnished, but the imitation brickwork and half-timbering of the so-called "Tavern Cars" brings the external decoration of railway rolling stock down to the very lowest level. Even in Victorian times, when it was the fashion to produce imitation Gothic buildings, the British railway companies of the day did not produce Gothic passenger coaches.

Admittedly, some of the interiors were rather over-decorated, but a railway coach always looked like a railway coach and was never masqueraded as anything else. Its design progressed, and of recent years writers on architecture, when deploring the tendency to build "period" houses, have invariably held up railway rolling stock as a shining example of good functional

design. The appearance of the "Tavern Cars" has shattered that impression.

Great pains were taken early in 1948 to impress the British taxpayers with the fact that the railways now belong to them. May I, therefore, as part owner, request that our "Tavern Cars" pay immediate visit to our paintshops and have the offending "brickwork," "half timbering," and sign removed, and so cease to be quite so unsightly to the eyes of the travelling public.

Yours faithfully,
R. E. TUSTIN

Progress of the French National Railways in 1948

3, Anton-Führer-Strasse, Rheine,
British Zone of Germany. May 19

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In your issue of April 22 you published a speech of the Chairman of the French National Railways. You reported that the increased traffic "was achieved in spite of reduced personnel (some 900,000 by the end of 1948, or about 35,000 less than in 1938)." The statements in the International Railway Statistics, published by the International Railway Union, Paris, demonstrate that in 1946 about the same level of traffic was achieved with a personnel of 492,000: see the following table:—

	Passengers carried (millions)	Goods traffic (million tonnes)	Personnel (thousands)
1948	652	158	900
1938	540	132	865
1946 (International Railway Statistics)	695	153	492

That seems a discrepancy to be cleared or explained.

Yours faithfully,
KARL STEUERNAGEL,
Chief Regional Officer,
German State Railways, retired

Locomotive Cylinder Design

General Steel Castings Corporation,
Eddystone, Pa., U.S.A. May 23

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I was quite interested in reading on page 468 of the April 29, 1949, issue of your periodical the following comment in an article by George W. McArd, entitled "Locomotive Cylinder Design":

"Although cylinders have been made in cast steel, difficulty always is experienced in obtaining sound castings, and as iron foundries with experience in this class of work can produce castings with a low percentage of wasters, iron is almost invariably chosen for these parts. The standard specification of a leading firm of consulting engineers in this country calls for these castings to be made of close-grained, hard cast and strong cold-blast iron, twice cast, as hard as can be worked, and perfectly free from honeycomb and all other defects."

Your journal is a very widely read periodical in the railway industry throughout the world and has a high reputation for accuracy. I cannot therefore let the occasion go by without calling attention to the incorrectness of the first portion of the above-quoted statement of Mr. McArd.

The General Steel Castings Corporation has made over five thousand steam locomotive beds with integral cylinders, and about two thousand more locomotive sets of cast steel cylinders, some with both halves cast in one piece and the remainder in half cylinders. We have had excellent results and sound castings in each case.

At the present time the North British Locomotive Company of Glasgow is building one hundred locomotives of the Class 24 2-8-4 type for the South African Railways. This locomotive is referred to on page 16 of the advertising pages of your April 29, 1949, issue. All of these locomotives are equipped with one-piece cast steel beds with integral cylinders manufactured by our Corporation.

It seems to me that it is always a questionable procedure to make such sweeping statements as the one quoted above. It is likely to give a wrong impression to people interested in the art. As a matter of fact, the cast steel cylinder, both formed integrally with the locomotive bed and attached separately to fabricated frames, has been commonplace in North American steam locomotive practice for nearly twenty-five years. It is also in use in Australia, France, India, Portuguese East Africa, and Turkey.

The cast-steel cylinder has a number of advantages over cast iron, particularly increased strength, which permits a valuable and important reduction in weight and greatly in-

creased ductility, impact resistance, and weldability, reduced failures in service, and less replacement in the event of accidents.

Yours very truly,
WILLIAM M. SHEEHAN
Vice-President

[The Class "24" locomotives for the South African Railways were described and illustrated editorially in our May 27 issue.—ED. R.G.]

Passenger Fares

Tintagel,

Cornwall. May 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Having to spend a few hours at Bodmin recently I took the train from Delabole, third class single, 3s. 7d., but, to suit my convenience, returned from Bodmin to Delabole by motor bus, single fare 2s. The distance is about 18 miles. Comment needless!

Yours faithfully,
REGINALD B. FELLOWS

Menu on the Ferry Train

The Grange, Dippenhall,
Farnham, Surrey. May 18

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—For a nation not bedevilled by rationing and price restrictions, the menu in the dining-car of the ferry train leaving Paris on April 8 was the ideal:—

"Filets de sole béarnaises"
"Tournedos Maître d'hôtel"

and a sweet.

Yours faithfully,
CARYL BARING

Car Parking at Stations

Stepping Stones, Laleham,
Staines, Middlesex. May 10

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—When I go to my local cinema, where I spend certainly no more than £1 per quarter, they are pleased to have my custom and they are pleased too for me to come in my car. The grateful management provides a man to help me park and look after the vehicle until I return, when he sees me safely out. Apart from tips the car park is free.

Now I spend regularly £12 14s. 3d. each quarter with British Railways and they too provide a car park at my local station, but there is some difference.

First of all they "sting"—yes, "sting"—their customers 1s. to park in the middle of the yard, quite unprotected from thieves and vagabonds. They provide no staff to help you, and unless you park in the front row you may or may not be able to retrieve your car when you go to fetch it. Twice recently I have been "locked in" and have had to go home by bus and return later to fetch my car, thereby not only wasting my "bob" but also my bus fare and temper.

If you are misguided enough to leave your bicycle at any B.R. station, they will relieve you of 8d., and you will probably have your bicycle stolen (as I have). Usually local garages near stations will house your bicycle or car under cover and supervision for 2d. and 6d. respectively.

Is it not time that the Railway Executive got wise to this state of affairs, which greatly annoys their customers and is really a very poor show?

Yours faithfully,
IAN ALLAN

The Russian Railways

Fognal, N.W.3. May 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With reference to Mr. P. E. Garbutt's letter in your issue of May 20, one cannot verify any reference to Russian industrial or transport development since 1935, but the results of American railways are on record since the first world war. An examination of the statistics published annually by the Bureau of Railway Economics and the Interstate Commerce Commission would have saved Mr. Garbutt from coming to two wrong conclusions about freight operation in the States. He says first that the average American freight train in 1937 comprised 19 wagons completely empty and 29 nearly half empty. Secondly, he suggests that an average figure of tons per wagon run (loaded and empty) is a fair test of efficiency.

There is necessarily a large empty wagon mileage on the U.S.A. railways because they deal with a large volume of one-way traffic in coal, ore, iron and steel, grain, livestock, and

commodities requiring refrigerator or other special wagons. The percentage of loaded to total wagon mileage has varied from 63 in 1929 to 66 in 1947. On the coal roads the percentage is lower—59 on the Chesapeake & Ohio and Norfolk & Western and only 57 on the Virginian. So far from being less efficient than other railways, these Pocahontas lines are full of enterprise. The Virginian, carrying little general merchandise, had in 1947 an average wagon load of 60 tons and a net train load of 2,484 tons.

For each of some 250 commodities an annual statement gives, on one sheet of paper, the number of wagons loaded by all railways, the tonnage originated, and the gross freight revenue. It thus shows the wagon load which is practicable with different traffics. Here is a list of a few specimen entries for 1947:—

Traffic	Number of wagons	Average wagon load Tons
Iron ore	1,630,000	60
Bituminous coal	7,777,000	57
Coke	632,000	35
Bulk wheat and grain	1,558,000	50
Manufactured iron and steel	1,007,000	38
Potatoes	276,000	21
Cotton in bales	221,000	17
Peaches	26,600	12
Motor vehicles	377,000	7

The last three entries are samples of many traffics which pack lightly and bring down the average load. Peaches, for example, being fresh, are carefully placed in refrigerators; they cannot be squeezed into the wagons like London Transport's passengers during rush hours! In all, the 1947 statement analyses the loads of about 37,000,000 wagons. In addition, there were six million wagons of "smalls" and tranships, whose loads might vary from point to point, but would be below 10 tons on an average.

The compilation of an analysis of this kind, year by year, is itself a proof of keen management and it is just one of 15 statements issued in summary form each October, after the I.C.C. has published figures for the individual lines. The two sets of statistical tables show a steady development over the past 20 years. Since 1937 the main change has been the use of diesel-electric locomotives for freight haulage; the operating methods then in force have not been altered in principle and enabled the railways to handle unprecedented tonnages of freight from 1941 onwards. Their great work hastened the end of the war and made Marshall Aid possible.

Yours faithfully,
R. BELL

Frog Tampers

28, Luffman Road, Chinbrook Road,
London, S.E.12. May 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Mr. W. I. Wilks, whose letter appeared in your May 13 issue, may be interested to know that the hydraulic jack referred to is known as the "Perpetuum" and was manufactured by "Deutsche Hebezeugfabrik Pützer-Defries K.G." of Düsseldorf.

That it is not exactly a new idea is shown by its illustration in German textbooks for some time past. (See for example "Taschbuch für Bauingenieure"—Von M. Foerster. 1928. Julius Springer, Berlin).

Those of us fortunate enough to be "in" on the lifting of the Baerl Bridge at Duisberg will not forget the ease with which those of the 500-ton size, with electrically-driven pumps, were operated. It is, however, necessary to bear in mind that even the smaller hand-pumped sizes are very much heavier and bulkier than the usual pot or shipjack of similar capacity, and show advantages only when the total lift required is several feet and space is not restricted. Unfortunately or fortunately, these cases are the exception rather than the rule in general day-to-day work.

Several jack manufacturers' representatives examined these jacks at Duisberg in 1945, and I have no doubt that they would be made available in this country if there were any demand for them.

Yours faithfully,
A. H. JENKINS,
late 926 Railway Bridging Company, R.E.

SCOTTISH AIR TRAFFIC INCREASES.—Substantial increases in the number of passengers using Scottish air services were reported at a meeting of the Scottish Advisory Council on Civil Aviation on June 11. Sir Patrick Dollan, Chairman, said that the number of passengers carried on Scottish services in April was 10,739, which represents an increase of 2,666 over April of last year. The figures for May show an improvement on the previous month and the passenger list for June so far is better still.

The Scrap Heap

SEVEN TIMELY THOUGHTS

1. You cannot bring about prosperity by discouraging thrift.
2. You cannot strengthen the weak by weakening the strong.
3. You cannot help small men by tearing down the big men.
4. You cannot help the poor by destroying the rich.
5. You cannot lift the wage-earner by pulling down the wage-payer.
6. You cannot build character and courage by taking away a man's initiative and independence.
7. You cannot help men permanently by doing for them what they could and should do for themselves.—From the "Argonaut," of San Francisco.

* * *

"TAVERN CARS"

Since no one else seems to have a good word for the "Tavern Cars," I will leap to their defence. What could be more appropriate for the serving of State-controlled pseudo-beer in exchange for cupronickel silver than a nationally produced imitation of a genuine inn? The whole thing has a grand consistency in keeping with the spirit of a time which cannot produce genuine beer, genuine silver, genuine oak beams, and is even reduced to claiming the "mile-a-minute express" as "modern," as if railway travel had not been, on the whole, faster and more comfortable at the turn of the century.—C. G. Dobbs in a letter to "The Manchester Guardian."

As an American visiting England to study present tendencies in the union of art and industry, I have just come face to face with British Railways' new tavern car. It is somewhat disquieting to imagine oneself propelled through your lovely countryside in a conveyance walled in by painted bricks and held up with half timbers. It seems to me altogether likely that visitors from abroad might be happier to get their first sight of Tudor architecture at rest in its natural setting than to see a reproduction of it whirling through Devon at 60 m.p.h.. Why does the railway administration not make use of such excellent progressive bodies as the Council of Industrial Design before "experimenting" with the traveller's well-being?—J. S. Plaut, Director, Boston Institute of Contemporary Art, in a letter to "The Times."



"Dear, do you suppose they know we're Americans?"

100 YEARS AGO

From THE RAILWAY TIMES, June 16, 1849

TRAFFIC BETWEEN ENGLAND AND THE CONTINENT.—The number of passengers between Boulogne and the various English ports amounted to 3,243 during the fortnight ending 11th inst., and to 5,623 during the month of May. In the same month 151 horses and 21 carriages were embarked or landed at Boulogne; and the receipts at the Custom-house were 159,268 francs, and 60,829 francs at Calais, during the same period.

BELL STEAM GAUGE.—An ingenious application of electricity has been made by Mr. Arthur Dunn, by means of which signals are given that indicate the pressure of steam in the boiler of an engine. Tubes being filled with mercury are made part of a galvanic circuit, and connected with bells as the mercury rises from increasing pressure in the boiler; the circuit is thus completed, and the bells respectively rung indicate the amount of pressure. In this way attention is called to the condition of the steam the moment it exceeds its ordinary and safe working condition.—*Athenaeum*.

LONDON AND NORTH-WESTERN RAILWAY.—It is rumoured that this Company, consequent upon Mr. Hudson's retirement, will in all probability undertake the working of the entire system of railways from Rugby to York.—*Lincolnshire Chronicle*.

NORTH STAFFORDSHIRE RAILWAY.—The northern portion of the main line is now completed, that is to say, the part between Congleton and the junction with the London and North-Western at Macclesfield. The Directors intend opening it for passenger traffic on Monday next.

* * *

INCREASE IN TOURIST AIR TRAFFIC

Figures issued by the Travel Association (Tourist Division of the British Tourist & Holidays Board) reveal a 27 per cent. increase in the number of American visitors who arrived in Great Britain in March as compared with last year. Altogether, 3,713 Americans came here, in addition to 1,588 in-transit visitors. There were also more visitors from the Commonwealth and Empire than in the same month of the previous year. Exactly a third of all the March visitors arrived by air and this represents a slightly higher proportion of air arrivals than previously recorded.

* * *

"WHAT, NO ICE?"

To help Americans who are anticipating a first trip to Great Britain, British Railways have issued an illustrated booklet of hints and travel information, for distribution through their American offices, entitled "What, No Ice?" The booklet is written in a light-hearted manner and should do much to help trans-Atlantic visitors realise the difficulties still faced by our tourist industry as a result of the war and prepare them for the most noticeable

of British "peculiarities." The illustrations are in a similar light vein and we reproduce two examples below.

Little Grey Strike

As the Whitsuntide weekend draws nigh, There's an old-fashioned railwayman's strike,

Sunday trains do not go, that the public may know

There are rules engine drivers dislike, On the North-Eastern long-distance road, For their dear ones at nightfall they pine, And on lodging-out turns the railwayman years

For his little grey home down the line, British Railways would welcome them in,

There's a feed at the end of the run, There's a little grey bed for the fireman's head,

When the bi-monthly schedule is done; But duties on trains of the State

On the engineer's home-life encroach, And he claims as a right a ride home every night!

In a little grey passenger coach.

The home-loving, long-distance crew

The weekly time-table upsets;

There's no Cabinet smile for the strike rank

and file—

The Executive broadcasts regrets;

The Union leaders may call,

But the strike of the homesick will spread—

If it comes to the worst, workers may be coerced,

But the railwaymen will not be led.

A strike on State Specials may wreck

The public's Bank Holiday plan,

For millions there are who would travel as far

From their little grey homes as they can;

Be their homes in the west or the east,

A trip far away they intend—

All would take a poor view if they had to make do

With a little grey Whitsun weekend.

The strike may drive dollars away,

It may hold up the Blackpool express,

It may make Labour's team forfeit public esteem,

But the railwaymen couldn't care less;

It's an old-fashioned home-lovers' strike.

Not a symptom of labour unrest—

But they won't sleep away, come the end of the day,

From their little grey homes in the west.

—*"Sagittarius" in the "New Statesman & Nation."*



A nation of rail fans

Reproductions of two of the illustrations that appear in the booklet "What, No Ice?" compiled by British Railways for distribution in America (see paragraph above)

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

INDIA

Second Class Accommodation

The General Manager of the South Indian Railway has issued the following appeal to Class II passengers:

"The Administration is aware of the inconvenience caused by the abolition of the old second class and the provision of sitting accommodation in the new Class II, and has already arranged for a limited number of berths for sleeping from the terminal stations, on important mail and express trains. Although former second class carriages have been converted for use as revised Class II carriages, certain improvements to these converted carriages have to be made and these will be carried out as soon as possible. Pending finalising these arrangements, the Administration craves the indulgence of the public in putting up with any inconvenience that may be caused on this account."

BURMA

Main-Line and Suburban Services

Because of insurgent activities, train services in March still remained suspended on different sections. From Rangoon there was no service beyond Kamayut on the Rangoon-Prome line and beyond Thingangyun on the Rangoon-Mandalay line.

On the resumption of normal office hours in Rangoon with the end of shorter daylight season, timings of the Rangoon suburban locals, which were altered in December, 1948, were reverted to their old timings with effect from March 1. Scheduled trains before sunrise and after sunset have been temporarily suspended.

In connection with the Rangoon-Kemendine automatic signalling scheme, work on the cable trench at the west end of Rangoon has been commenced. The relaying of the underground cables between Pagoda Road and Lanmadaw has been completed.

CANADA

Proposed Cape Breton Island Bridge

For the past half-century there has been a demand for a bridge over or a tunnel under the Strait of Canso, separating Cape Breton Island from the rest of Nova Scotia and from Canada generally. It has

steadily increased with the development of Sydney, near the north-eastern coast of the island, and its extensive colliery undertakings and large steelworks, owned by the Dominion Steel & Coal Company. This industrial area is dependent on the Canadian National Railways train-ferry across the strait for its communications with the mainland, and this vital service is worked at a loss and delays traffic.

Consequently, the Dominion Government recently appointed a board of three eminent engineers to study the problem and report on its solution. Their report has now been received. It discards the ideas of a tunnel and of a causeway and high-level bridge in favour of a 3,000-ft. low-level bridge estimated to cost about £3,375,000. So that the Nova Scotia Government road-motor ferry may also be eliminated, this bridge will be a combined rail and road structure. Its construction will be most difficult, as some foundations will have to be sunk in down-to-200-ft. depths of water, despite strong tidal currents.

UNITED STATES

Nationalisation Foreshadowed

Nationalisation of the railways within ten years was inevitable unless subsidising of the railways' competitors was ended. Mr. William White, President of the Delaware, Lackawanna & Western Railroad, declared, at the company's annual meeting. He said that highway, water, and air transport had been receiving subsidies as part of a "strangulation" of railways for 25 years. Rising freight rates had subjected railways to severe competition, from trucks in particular, which are heavily subsidised.

The use of public roads by lorries, Mr. White said, was a subsidy, while railroads, with their own funds have provided and maintain their own rights of way. If the railroads are nationalised, he continued, "it will only be the first step," in a progressive nationalisation in other basic parts of the country's economic structure, and would be a detriment to all segments of the economy.

B. & O. New "Columbian"

On May 5 the Baltimore & Ohio introduced a new daily train between Chicago and Washington, on the "Columbian" service. It is the first strata-dome train built for an eastern railway. The original

"Columbian," introduced in 1931, was the first air-conditioned train in the world.

Each of the new trains is composed of eight coaches, and is hauled by a two-unit diesel-electric locomotive. The coaches were built by the Pullman-Standard Car Manufacturing Company and the locomotives by the Electro-Motive Division of the General Motors Corporation.

The eight coaches include the strata-dome car, with a 24-seat observation section; an observation-lounge car with cocktail bar; a diner, with diagonal seating; a coffee shop-lounge car with tables and snack bar; and four coaches with "Sleepy Hollow" seats.

An electrical robot automatically controls the pressure of the air brakes, ensuring a smooth stop. There are roller bearings, shock absorbers, and tight-lock couplers. Fluorescent lighting is installed throughout. All coaches are air-conditioned and are equipped with radio.

ARGENTINA

Proposed Removal of Railway War Memorials

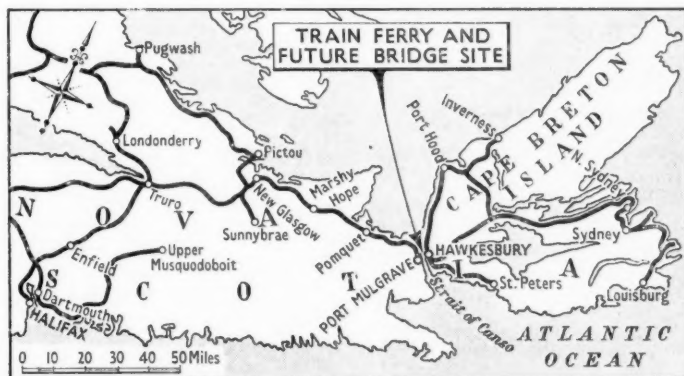
A proposal is now under consideration for the removal from the Grand Hall of Presidente Perón Station of the Central Argentine Railway War Memorials dedicated to the memory of those members of the staff who gave their lives in the 1914-18 and 1939-45 wars. The Catholic Railway Association has approached Mr. Robert Flack, Chief Accountant of the General Mitre (ex-Central Argentine) Railway, as the senior British officer still in service. It is desired to erect a statue of Our Lady of Luján, Patron Saint of the Argentine Republic and of the railways, on the site now occupied by the 1914-18 memorial, but the Association points out that it is realised that this is a delicate matter. It has asked Mr. Flack to ascertain the sentiments of the local community, and relatives, wherever possible, and offer to pay the full cost of the transfer of the memorials to some other suitable location, such as the British Cemetery.

Winter Train Services

The winter timetables which came into force in May do not show any great changes apart from the suppression of trains which cater for the summer traffic to seaside, mountain, and lake resorts.

On the General Roca Railway, the principal innovation is a new weekly non-stop diesel express between Buenos Aires and Bahía Blanca, covering the 640 kms. in exactly seven hr., an overall speed of 91 km.h. Other trains between these cities are a daily night train and a stopping train six times per week. The seaside resort of Mar del Plata is served by a daily stopping train and an express at weekends. There is a daily train to Zapala and a bi-weekly service to Bariloche. Necochea is served by a day express three times weekly and a stopping train the remaining days.

The principal feature of the General Mitre Railway timetable is the introduction of a direct sleeping car train between Buenos Aires and Santa Fé four times a week, a return to the practice followed several years ago and a reversal of the policy adopted in the previous timetable when all sleeping cars to Santa Fé were abolished. Córdoba is once again served by both day and sleeping car expresses every day of the week. The service to Tucumán is maintained by the air-conditioned "El Tucumano" and the sleeping car express "Estrella del Norte" twice weekly in each case, and a stopping train five times a week. There are three expresses daily to



Cape Breton Island and part of Nova Scotia, showing present train ferry and future bridge site across the Strait of Canso

Rosario and an extra one on Saturdays. On some of the principal branches, such as those to Río Cuarto, Venado Tuerto, and Villa María, the services have been improved by the inclusion of extra trains.

The main line of the General San Martín Railway is served by the international express to Chile twice weekly, the day express "El Sanjuanino" once weekly, and "El Cuyano" six times weekly. The services to Junín, Rufino, and Villa Mercedes have also been increased.

On the General Urquiza Railway, a new day service three times weekly has been introduced between Buenos Aires (Federico Lacroze) and Concordia.

MOROCCO

New Railways

A railway 28 miles long is being built between Guenfounda and Djérada in Eastern Morocco. Djérada is the centre of an anthracite mining district and lies 27 miles south of Oudjda, the Moroccan-Algerian frontier station on the Fez-Oran main line. Guenfounda is on the Oudjda-Bou Arfa line (14½ miles to the south of Oudjda) which has been built mainly to develop the mining region. The new line will replace the 14½-mile ropeway now linking Djérada to Guenfounda.

Another railway, intended to facilitate the transport of the manganese ore mined in the mountains to the south of the Atlas range is projected. A decision on construction will be taken later in the year. At present the Moroccan railway system totals 1,051 route-miles standard-gauge throughout. Of these, 446 route-miles are lines with heavy mineral traffic (coal, phosphates, manganese ore).

SPAIN

New Transpyrenean Line

It is expected that this month will see the completion of the second stage from Balaguer to Selles (60 miles) of the transpyrenean railway between Lerida (Spain) and St. Giron (France). The first section, Lerida-Balaguer, was opened as far back as 1924, but the work was suspended until 1940, since when 85,000,000 pesetas have been expended. The Balaguer-Selles section includes many tunnels, and more than twenty important bridges, including Santa Lña, more than 200 yd. long and more than 40 yd. high. A further extension to Tremp may be carried out by the end of the year. The projected line is shown on the map on page 281 of our September 17, 1943, issue.

ITALY

Accelerated Summer Train Services

Fast schedules in force from May 15 include, over electrified lines, runs of high-speed restaurant sets (*elettromotrici*, first class only) from Rome to Naples (Mergellina), 132 miles in 126 min., and from Milan to Bologna, 137 miles in 137 min.; over non-electrified lines the fastest run is that of a diesel car from Milan to Turin (Porta Susa), 92 miles in 90 min. Reduced transit times include: Rome-Genoa, 312 miles in 6 hr.; Rome-Milan, 395 miles in 7 hr. 25 min.; Rome-Venice, 358 miles in 7 hr. 37 min.; and Rome-Syracuse, by day, via the Villa San Giovanni-Messina ferry, 538 miles in 13 hr. 10 min. All these services are over lines severely damaged during the war. A new international service is the "Scandinavia-Swiss-Italian Express," which includes a tricomposite sleeping-car of the Wagons-Lits Company between Rome and Stockholm, via

Florence, Bologna, Milan, the Gotthard, Basle, Frankfurt, Hamburg, Copenhagen, and Malmö, performing the 1,800-mile journey in approximately 60 hr. The new Italian timetable has been made possible by strenuous effort in the repair of war-damaged lines, in which a prominent part was played by British, Dominion, and Indian transportation troops in 1943-6.

SWITZERLAND

Berne-Milan Fast Service

A new service jointly organised by the Lötschberg Railway and the Italian State Railways was introduced between Berne and Milan as from May 15. The train comprises first, second, and third class through coaches between Berne and Genoa and covers the 174½ miles between Berne and Milan in 4½ hr. each way. The speed including customs stops at Brigue and Domodossola is 38.8 m.p.h., comparing favourably with that of 29.4 m.p.h. for other fast trains between the two towns. The southbound train leaves Berne at 6.25 a.m. and arrives at Milan at 10.55 a.m., stopping at Thun, Spiez, Brigue, Domodossola, Stresa, and Arona.

Between Domodossola and Milan the Swiss coaches are attached to an Italian train, and at Milan the complete train is attached to a fast train to Genoa. In the southbound direction there is a gap of 50 min. at Milan, the train for Genoa leaving at 11.45 a.m. and arriving at Genoa Principe at 2.8 p.m. In the reverse direction, Genoa Principe is left at 4 p.m. and the arrival at Milan is timed for 6.45 p.m.

The service is particularly convenient for business men and tourists from Switzerland wishing to spend eight hours in Milan and yet to be back at Berne the same day. The stop at Arona gives immediate connection to and from Turin, and that at Stresa is specially for tourists wishing to spend a few hours on Lake Maggiore. Although priority is given to through passengers the train is also available for local traffic.

FRANCE

Tourist Traffic

The increase in internal tourist traffic fostered by various kinds of social measures, such as paid holidays, had a striking effect on the tourist traffic of the National Railways in 1947. In that year, railway tickets at special fares accorded in connection with paid holidays totalled 1,500,000, and group tickets for tourists, at reduced fares, 1,000,000. Some 1,300,000 tickets were issued in connection with holiday camps. In addition to these facilities enjoyed by some 3,800,000 persons, 45,000 special tickets were issued for round trips in conjunction with holidays at youth hostels.

HUNGARY

Five-Year Plan and Railway Schemes

A Five-Year Plan covering the years 1950 to 1954 has been evolved. Railway, road and shipping, and transport in 1954 is to reach 150 per cent. of its present volume. New railways are to be built and existing lines modernised. The locomotive and goods rolling stock are to be considerably increased.

Construction already planned for the first period of the plan includes the electrification of the Budapest-Hatvan-Miskolc main line, the westernmost of the two main lines from Budapest north-eastwards. The line is double-track throughout and the distance between Budapest

and Miskolc is 115 miles. Miskolc has become the centre of the Hungarian iron industry in recent years. A railway is to be built in the south of the country between Bataszék and Mohács. The line, 15½ miles long, is intended to develop coal workings.

An underground railway is to be built at Budapest (in addition to the sub-surface electric line beneath Andrássy Street which dates from 1895), and its first line, 4 miles long, is to be completed before the end of the five-year plan.

As a preliminary to this programme, the Ganz rolling stock and locomotive works at Budapest was considerably extended and wholly modernised during the course of the three-year plan which concludes at the end of this year.

BELGIUM

Compagnie Internationale des Wagons-Lits et des Grands Express Européens

A considerably increased number of British passengers is expected to occupy available accommodation on the sleeping cars of the Compagnie Internationale des Wagons-Lits et des Grands Express Européens during the coming summer, according to the company's chairman in his statement to the general assembly of shareholders in connection with the accounts for 1948, particulars of which were published in our issue of May 6. Prospects for traffic were described as promising also in view with the improvements in the operation of most of the international trains since May 15. Endeavours are being made by the company to secure consent to higher charges to bring the operation of services into line with present economic conditions.

A gradual improvement of the services will be brought about by the introduction of new rolling stock. A number of new sleeping cars have been added during the past months, and others are on order. A few of these new first, second and third class sleeping cars are now operating between Stockholm and Rome, via Copenhagen, Hamburg, Frankfurt, Basle, and the Gotthard.

U.S.S.R.

Diesel Traction Extended

Diesel-hauled fast and slow passenger trains and goods trains have been operated for some time on the 307-mile double-track main line between Moscow and Kursk. Now, five suburban trains a day each way are now diesel hauled on this section between Moscow and Serpukhov, 56 miles. In the near future, diesel operation of outer-suburban traffic is to be extended to Skuratovo, 164½ miles south of Serpukhov (via Tula), and it is intended to substitute gradually diesel traction for steam traction also on other lines radiating from Moscow. It has been stated that diesel traction on the Moscow-Serpukhov section will enable some 11,000,000 roubles to be saved annually on present coal expenditure.

Special training courses for diesel locomotive crews have been instituted, and repair shops in the Moscow area have been adapted to handling diesel locomotives. All diesel locomotives are reported to have been built by the Kharkov Locomotive Works.

Diesel traction has also been adopted on the connecting loop between Lyublin, on the Moscow-Kursk main line, a few miles south of Moscow, and Ugreshskaya, a junction on the south-eastern sector of the Moscow circular line connecting all main lines converging on Moscow.

Electric Locomotives for High-Speed Trains

Discussion whether future design will favour the use of guiding bogies, or motored axles alone

TWO reports on the subject of "Electric Locomotives for Fast Trains (75 m.p.h. and over)" were presented to the recent enlarged meeting in Lisbon of the Permanent Commission of the International Railway Congress Association. Mr. G. A. Dalton, Chief Electrical Engineer, South African Railways, dealt with practice in the English-speaking countries; a joint report compiled by Dr. E. Meyer and M. Ch. Sthioul, both of the Swiss Federal Railways, covered European countries (except Great Britain and Russia) and their colonies. A Special Reporter, Signor A. d'Arbela, of the Italian State Railways, was appointed to summarise the data and to draw up conclusions from the foregoing reports for the approval of the meeting.

Out of nine Continental countries operating high-speed electric locomotives as defined in the Question, only Switzerland and France regularly utilise the maximum service speeds for which the machines were designed. Mr. Dalton's report, based mainly on data from three United States systems, the Southern Region of British Railways, and the Great Indian Peninsula Railway, quoted the New York, New Haven & Hartford, the Long Island, and the Pennsylvania, as the only railways replying to him that regularly operated electric locomotives at 75 m.p.h. The Southern Region Co-Co class and the G.I.P.R. 2-Co-1 locomotives were included in his report because they were designed for speeds of 75 m.p.h. and over.

Economic and Technical Problems

A detailed examination of factors affecting maximum service speeds was carried out by the Continental reporters, who conclude that the upper limit is set by economic, rather than technical, considerations. One technical problem mentioned, however, is that of current collection at speeds over 140 km. (87 m.) p.h., and this is harder to overcome with the light overhead conductors of a.c. systems than with the relatively heavy and more stable wires used in d.c. electrification. It is considered essential to give a streamline form to the locomotive roof and, as far as possible, to the apparatus mounted on it, so as to minimise the effect of air flow on the wires. The reporters estimate that 150 km. (93 m.) p.h. is the economic maximum speed beyond which advance in the near future is unlikely.

Signor A. d'Arbela, the Special Reporter, considers that the mechanical problems associated with raising speeds ought to be fairly easily soluble up to about 200 km. (124 m.) p.h., but recalls other difficulties limiting the usefulness of the higher ranges. These are the increased minimum radius of curvature required, greater braking distances, and the higher tractive effort necessary for hauling a given weight of train.

The Special Reporter also draws attention to a divergence between United States and Continental tendencies revealed in the sections of the reports dealing with wheel arrangements. Mr. Dalton gives examples of the preference shown in the U.S.A. over a long period for locomotives with two-axle leading and trailing bogies, and concludes that the 2-Co+Co-2 type is now the accepted standard for high-speed work in that country. This tendency has

been most apparent since 1935, whereas in Europe the year 1934 approximately marked the decline of two-axle, in favour of single-axle, guiding bogies; latterly the use of motor bogies alone has gained ground. The development of the motor-bogie locomotive, without guiding axles, in Europe, is examined in some detail by Dr. Meyer and M. Sthioul, who point out the advantage in respect of acceleration and braking of the whole weight being available for adhesion, and have emphasised earlier the importance of these factors, if high speeds are to be scheduled for regular services. There has been a tendency for weight per axle in these designs to be limited to that allowed on non-driving axles in other types, namely, to about 15½ tons. The Lötschberg Railway Bo-Bo of 1944 was the first locomotive in this category to go up to nearly 19½ tons per axle, and experience has shown that track stresses are even less than with locomotives having a rigid driving wheelbase and carrying axles.

In general, the horsepower of a motor-bogie locomotive must be less than that of one with carrying axles, although in the Lötschberg machine it is 1,000 h.p. per axle. If axle loadings lower than 19 tons are desired, it is necessary to use more motored axles. The reporters quote the "E.636" class Bo-Bo-Bo of the Italian State Railways as the only high-speed type with six driving axles in service in the countries replying to them, but since their report was printed, the S.N.C.F. Co-Co has begun running on the Paris-Bordeaux main line (see our June 10 issue).

The satisfactory riding qualities at speed now obtained in power-bogie locomotives are the result of developments in motor-bogie design and methods of body suspension. The Special Reporter sums up the description of various devices given by Dr. Meyer and M. Sthioul by saying that their common characteristic is the use of a bogie bolster, or equivalent construction, which, while exerting a certain compensating effort, allows considerable lateral displacement between body and bogie. Similar principles long have been applied in bogie coaches, and by rendering the body relatively independent of alternate radial movements of the bogie, they avoid a pronounced nosing effect on curves. In addition, the forces due to pressure on the outer rail when cornering can be applied gradually, and are distributed over the various axles.

The adoption of articulated three-axle driving bogies in conjunction with leading and trailing guiding bogies in the U.S.A. is shown by Mr. Dalton to have followed research with locomotives of the 2-B-2, 2-C-2, 2-D-2, and 2-C+2 wheel arrangements. Tests showed that lateral forces on the track were lowest in the last-named type, and that their rate of increase with higher speeds was also less. These forces are proportional to the load on the driving axles, which in the 2-C+2 machines is about 22½ tons. Mr. Dalton had no information of special measures for reducing the effect of weight transference in the locomotives he reviewed, but the Continental reporters mention three examples of axle load equalisation by pneumatic pressure when starting.

A feature of wheel arrangements men-

tioned only in the Continental report is the grouping of a leading or trailing driving axle with its adjacent carrying axle in a bogie frame, the remaining drivers constituting a rigid wheelbase. Several combined bogies of this type are described, and the reporters quote seven European high-speed locomotives in which they are used.

Only one locomotive mentioned in the reports has nose-suspended motors, the Southern Region Co-Co. All but three of the types described have individual axle drive. Two of these exceptions, shown in the tables with Mr. Dalton's report, are 2-B+2 U.S.A. locomotives of 1910, which had a jackshaft and side rods, and were designed for a maximum safe speed of 80 m.p.h. The third is a French 2-B-2 of 1935, in which each group of two driving axles is driven by three motors, the central motor being geared to the axles on each side of it. Otherwise, the reports enumerate a variety of flexible transmission systems, which leads the Special Reporter to conclude that this aspect of design is still in a stage of evolution. The most consistent practice is seen in the U.S.A., where, since about 1934, all high-speed types have been fitted with six twin-armature motors transmitting power through quill-mounted gears and Westinghouse flexible drives.

Emphasis is placed by the Continental reporters on the simplicity of the drive from nose-suspended motors. Any development retaining this simplicity, but obviating the drawbacks of nose-suspension, would be of the greatest interest. They consider that the nearest approach to such a system is the Brown-Boveri disc drive, as fitted to the Lötschberg Bo-Bo locomotives, and adopted for a class with the same wheel arrangement under construction for the Belgian National Railways. Here the motor is mounted in the bogie independently of the axle it drives, and transmits the torque through a torsion shaft and pair of resilient discs to a pinion between separate bearings in an axle-hung gearcase.

Modern American Motors

On the subject of motors, Mr. Dalton's report records that all those in the modern U.S.A. locomotives considered are twin-armature types operating on a 11,000V. 25-cycle supply. Voltages are in the region of 900V. per pair of armatures and are variable by means of tapings on the transformer secondaries. No material reduction in weight has occurred since 1934 in the types reviewed. In Europe, however, weights have been reduced considerably in the latest designs, particularly those with motor bogies only. To take two examples from the tables in the report of Dr. Meyer and M. Sthioul: the weight per horsepower (continuous rating) of the motors in the Swiss "Re 4/4" and Lötschberg Railway Bo-Bo locomotives is 7 lb. and 11 lb. respectively. The maximum weight per horsepower of the a.c. motors considered in the report is 13 lb., and d.c. machines range between 20 lb. and 8 lb.

Braking systems are discussed by all reporters, but are nearly all mechanical. There is no regenerative or rheostatic braking in any of the locomotives reviewed by Mr. Dalton. The Continental reporters, however, quote two German 1-Do-1 classes in which a rheostatic brake is used to supplement the action of the brake blocks in decelerating from high speed. In one other example of rheostatic and eight of regenerative braking, these systems are

used only for restricting speed to the permissible limit on down gradients. The Special Reporter states in his conclusions that braking is the most difficult of the problems associated with high-speed electric traction still to be solved, in view of the great power to be dissipated.

A concluding section of the report by Dr. Meyer and M. Stihoul summarises the features of control systems in the locomotives they reviewed. They find that all high-speed machines have multi-notch control, the number of notches ranging from 20 to 66 in d.c. locomotives and from 15 to 40 in a.c. types. Economical running speeds of d.c. locomotives with series-parallel and weak-field control vary between 8 and 33.

Camshaft control is used on a number of locomotives, both a.c. and d.c., and is operated by electric or electro-pneumatic servo mechanisms in every instance, except one German example of direct manual operation. The importance of increasing the speed with which servo mechanisms respond is emphasised, and it is noted that the immediate response of individual electro-pneumatic contactors was the reason for selecting them for the Swiss Federal Railways "Re 4/4" locomotives.

The reports and conclusions were debated at sessions of the Lisbon meeting on June 2 and 3. The Special Reporter's conclusion that the U.S.A. tended towards the use of two-axle guiding bogies and

articulated driving bogies, though European development favoured the use of motor bogies alone, was amended after discussion. It was pointed out that high-speed electric locomotive design in the U.S.A. now was drawing closer to diesel-electric practice. An amendment therefore was accepted, which stated that the present tendency in all countries was towards locomotives with two-axle or three-axle driving bogies, and in general with all weight available for adhesion.

A further amendment was carried to the Special Reporter's conclusion that the nose-suspended motor had not been entirely abandoned and might be capable of improvement. There was criticism of speaking of "abandonment," considering that a large number of high-speed locomotives with nose-suspended motors was in service in Brazil. A revised text therefore was adopted, which stated that nose suspension was still in use and even being adopted in certain countries for new stock now being designed.

IMPROVED SERVICES TO AND FROM IRELAND.—With the advent of the summer timetable there has been an acceleration and improvement in the British Railways, London Midland Region, service to and from Ireland via Holyhead and Kingstown for those who wish to spend a full night on board. The new motor vessels

Cambria and *Hibernia* have recently been introduced on this service. The 5.05 p.m. from London Euston on weekdays now reaches Holyhead at 10.55 p.m., giving a saving of approximately one hour in journey time, and immediately on arrival passengers may embark. In the reverse direction, after a night on board, passengers for London may join a new through train leaving Holyhead at 7.30 a.m. on weekdays, due to arrive at Euston at 1.40 p.m. This is a further saving of approximately 2 hr. journey time. Restaurant car facilities are available in both directions.

TRAVEL ASSOCIATION REPORT.—The 21st annual report of the Travel Association (Tourist Division of the British Tourist & Holidays Board) for the year ended March, 1949, records the success of the "Come to Britain" campaign in 1948, when 504,000 overseas visitors are estimated to have spent £47 million, of which £21 million was in United States dollars and other hard currencies. This year the Association estimates that 560,000 overseas visitors, including at least 130,000 from the United States, will visit Britain. It is estimated that tourist earnings for 1949, including fare payments on British-owned ships and aircraft, will be about £55 million. Of this sum about £18 million will be in dollars. The annual general meeting of the Association will be held at the Royal Empire Society on July 8.

Use of 50-Cycle Supplies for Traction

Low installation costs recommend the system for the conversion of secondary lines in France

WITH the approach of electric traction between Laroche and Dijon, which is expected to inaugurate this autumn, several authorities in France have been looking ahead beyond the time when the whole of the former P.L.M. main line from Paris to Lyons will have been converted. This scheme is being carried out at 1,500 V. d.c., but the view is held that a different system would be preferable, on economic grounds, for converting the branch and cross-country lines that eventually will have to be fitted into the French electrified network. For this purpose numerous arguments are being put forward in favour of adopting single-phase a.c. at 50 cycles per sec.

Research by French engineers into the possibilities of industrial frequency current for traction has led already to orders being placed for three experimental locomotives, each representing a different approach to the problem. One of these was described in our October 8, 1948, issue. A decision on the most suitable method of operating secondary lines is regarded as urgent, because the steam locomotives now in use on such routes will be due for replacement earlier than most of the main-line classes, which have been given an extended lease of life by rebuilding.

The claims of single-phase traction at 50 cycles for adoption in France have been stated by M. Marcel Garreau, Chief Engineer of the Electric Traction Division, French National Railways, in a special S.N.C.F. supplement of *Travaux*. Similar arguments were advanced by M. Walter of the S.N.C.F. in a paper he read to Danish engineers resident in France, a report of which has appeared in *Ingeniøren*.

While dealing primarily with conditions in their own country, both authors discussed factors equally worthy of consideration in other parts of the world.

There is a certain level of traffic below which d.c. electrification at 1,500 V. d.c. cannot pay for itself, because of the cost of its fixed equipment, such as substations. It would be possible to space the substations, farther apart, and so reduce their number, by adopting a higher voltage, but this involves complications which cancel out the advantage so gained. An ordinary single-phase a.c. system, while it does away with rectifying equipment and enables the supply to be fed at high voltage right up to the trains themselves, involves using a frequency lower than the usual industrial standard, because of commutation difficulties at the motors.

The electric power distribution network in France represents too considerable an investment for it to be possible to contemplate establishing a separate low-frequency system for supplying the railways. It is essential to draw on existing facilities, and highly desirable in the circumstances under discussion to avoid rectification. The most suitable a.c. motor for traction is the single-phase series type, so the problem that presents itself is that of operating such motors satisfactorily at 50 cycles.

The solution involves not only overcoming commutation difficulties in the motors, but also avoiding disturbance to other loads on the distribution system, caused by the single-phase traction demand throwing it out of balance. It is claimed that substantial progress has been made in both these directions by French railway

engineers and by the industrial organisations working with them.

A line voltage in the region of 20,000 is proposed; and it is estimated that the feeding points could then be some 60 miles apart, as compared with the spacing of some 10 or 12 miles common for 1,500 V. d.c. substations. In most parts of the country it would be possible to take the supply from existing distribution centres and to avoid the use of additional feeders.

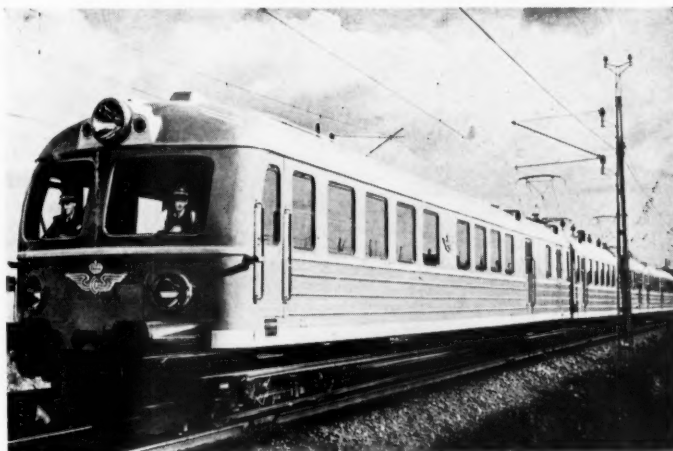
All these advantages will be valid in France only if some inter-working of locomotives is possible at points where the two systems meet. This is being provided for in all three designs for 50-cycle locomotives now under development. Two of them (by Oerlikon and Alsthom) will have 50-cycle traction motors, fed direct from the overhead line on sections with that system of electrification. On 1,500 V. d.c. sections the supply will be taken to a small converter in the locomotives which will provide a 50-cycle a.c. output. There will be some reduction in performance when conversion is necessary, but this will be unimportant in the circumstances where it is required.

The third design is being developed by Matériel Electrique S.W., and will use d.c. traction motors supplied through an a.c./d.c. motor-generator, speed control being obtained by regulation of the generator output. The traction motors will be designed for a d.c. voltage of 1,500, so that on sections with that system they will operate direct off the overhead line.

Experience has been gained already in the operation of locomotives which convert 50-cycle a.c. to d.c., two such machines, using mercury-vapour rectifiers, being in service on the Höllenthal line in Germany. It is hoped that running trials with the S.N.C.F. prototypes will begin within a year or so on the line from Aix-les-Bains to Annecy and La Roche-sur-Furon.

Express Electric Sets in Sweden

The design and performance of the new three-car units and reasons for their introduction



Three-car electric set, Swedish State Railways

AS reported in *The Railway Gazette* of November 5, 1948, the Swedish State Railways have placed in service a number of three-car electric sets, known to Swedish railwaymen as "Motor Express Train Xoa5," and to the Swedish public as Göteborgaren (the "Gothenburger"), as the first of the trains was used on the Gothenburg-Stockholm run. The principal features of the new trains have already been referred to in our previous note and need not be repeated here. In a paper read to the Swedish Society of Electrical Engineers and published in a recent issue of our contemporary *Teknisk Tidskrift*, Chief Engineer Hakan Ofverholm has presented a wealth of further information on the equipment and performance of these trains and on the policy which led to their introduction.

Effect of Modern Trends

The current trend of railway development towards fast electric express trains, obvious since about 1930, has led to different results in different countries. In the United States, where there is no shortage of diesel fuel and where the permanent way is strong enough to take the heavy axleloads of a "diesel engine-cum-generator-cum-traction motor" aggregate, diesel-electric power is well on the way to overtaking the total electric power produced for railways by stationary power plants. In Sweden and Switzerland, where energy is largely produced by hydro-electric plants, and where the permissible axleloads are less, the trend in recent years has been towards lightweight electric express trains.

In Sweden in particular, the problem of axleloads has determined traction policy. Because of the importance of the centrifugal thrust, an empiric rule has been adopted to permit trains with not more than 14 tonnes axleload to negotiate curves at a speed up to 15 km.p.h. higher than the speed permitted for the conventional axleload of 17 tonnes. It is intended to strengthen and realign the permanent way of certain important main-line sections in conjunction with the proposed double-tracking.

With this programme in mind, the latest express locomotives (Class "F")

had been designed for a maximum speed of 135 km.p.h. in spite of an axleload of 17.3 tonnes, so that it would be possible, for instance, to cover the journey from Stockholm to Gothenburg with a passenger train of 600 tonnes in 4 hr. 50 min.

Meanwhile, the planned improvement of the permanent way had to be postponed, first because of the war, and now because of the industrial boom, as the work was intended as a measure to combat unemployment.



Third class saloon

The new locomotives are therefore not used to full capacity, and their journey time of six hours is still the same as that of their predecessors twenty years ago.

For that reason it was decided to introduce train units with a lower maximum axleload, which would reduce the journey time between Gothenburg and Stockholm to 4 hr. 50 min. even on the existing track. This overall speed corresponds nearly to the mile-a-minute standard set by the

fastest post-war express trains in Europe (Paris-Bordeaux and Zurich-Geneva).

This achievement has called for thorough research into the most suitable design, location, suspension, and weight of the traction motors; also the design and location of transformers and auxiliary equipment. An important factor was the choice of the high-voltage regulating system.

Because of its smooth starting effect, the multi-step control on the high-tension side of the transformer used on the latest Swedish electric locomotives has been adapted for the motor trains, where a smooth start is of even greater importance; since the sets, unlike locomotives, are not required to carry out brisk shunting operations.

The 15,000-volt core-type transformer is tapped at ten equal stages of 1,500 volts, which are further sub-divided into stages of 750 volts through the use of the tapping switch. The arrangement has the great advantage of simplicity. There are only a few contacts, all easily accessible, and the period between inspections can be extended to 300,000 train-km.

Transformer Rating

The transformer rating has been based on an average stopping distance of 40 km., when a speed of 130 km.p.h. on level track is to be reached within 225 sec. and maintained for another 928 sec., until the brakes are applied and the train comes to a standstill 1,205 sec., or, say, 20 min. after the start. Assuming an average station stop of 2 min., this performance corresponds to a theoretical overall speed of 109 km.p.h., which is 15 km.p.h. higher than the actual scheduled speed of the "Gothenburger."

The starting acceleration of the train is at the rate of 0.3 metres per sec per sec.,

using an adhesion weight of 54 tonnes, or 40 per cent. of the total dead weight of 136 tonnes. By comparison, a conventional 600-tonne passenger train hauled by the "F"-type locomotive has an acceleration rate of 0.18 metres per sec. per sec., with an adhesion weight of 69.2 tonnes, corresponding to only 10 per cent. of the total dead weight of the train. After a speed reduction to 95 km.p.h. the train set regains its normal maximum speed of 120 km.p.h.

already after 30 sec., whereas the locomotive-hauled train requires 133 sec.

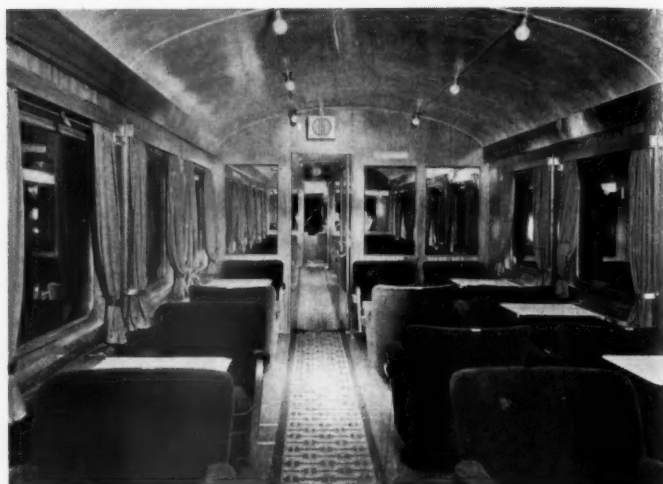
It is the recovery facility which is the principal advantage of the unit train in the present condition of the Swedish main lines. Once the lines concerned are double-tracked and realigned, the advantage of rapid acceleration will give place to another advantage of the motor train, that of being adaptable to changing traffic demands without wasting installed motor power, as the sets can be used to form 3-, 6- or 9-car trains with an equal ratio of traction power and weight. The capital cost of three 3-car units is about the same as that of an "F" locomotive with nine modern coaches.

Trial runs have shown that the motor equipment of the train, using extra-high voltage, permits a balancing speed of 130 km.p.h. on a 1 in 100 up gradient, and 140 km.p.h. on a 1 in 100 down gradient.

Technical Difficulties

Technically, the main difficulty has been to obtain a suitable distribution of axle-loads. The cars themselves are the longest ever built in Sweden (24 metres over the buffers, 18 metres between the bogie pivots) and because of the completeness of their equipment, weigh no less than 35 tonnes even without the electrical equipment. The high-voltage equipment, including the transformer, weighs 9 tonnes and is mounted in the centre car. It was therefore necessary to place the motors in the end cars, where both axles of the inner bogie are driven. The motor current is transferred from car to car by means of two parallel-connected cables of a type similar to that normally used for the transfer of heating current.

The service reliability of the train set during the first two months of operation has been excellent. During that time, the train has been late on five occasions only, and all failures could be traced to causes which can be avoided in the future. One



Second class saloon

disagreeable feature has been rather heavy vertical jolting at a certain spot of one car. This was found to be the result of an unfortunate coincidence of oscillation frequencies, and is now the subject of thorough investigation.

Apart from the "Gothenburger" and similar train sets for long-distance runs, the Swedish State Railways are introducing all-electric railbuses for connecting local services, especially where traffic is small and capable of being increased by a good but economical service. The railbus contains a 170 h.p. single-phase series motor, driving a bogie by means of a cardan gear similar to that used for diesel operation. The vehicle has fulfilled high expectations. It is capable of accelerating to 80 km.p.h. with a trailer and full load up a 1 in 100

gradient. It is working regularly on the Västerås-Hallsberg section and keeping time without difficulty.

In spite of their present preoccupation with motor trains, the Swedish State Railways are not neglecting their plans for express locomotives. Some difficulty is, however, expected in streamlining the locomotives, which must be capable of working equally well in both directions.

The air current passed along the roof is liable to increase unduly the pressure of the pantograph on the overhead wire. It will hardly be possible to achieve the same elegance of appearance as with the motor train, where the front windows are so fashioned that the driver's view is not even disturbed by the reflection of full inside lighting.

Railway Architecture in Finland



The imposing terminus and headquarters of the Finnish State Railways in Helsinki

Restaurant Services on the Norwegian Railways

All dining cars and station restaurants, and several hotels in Norway, are managed by the Norwegian Dining Car Company



Opdal Tourist Hotel on the Dovre line

IN 1909 the first two dining cars in Norway were put into service on the Oslo-Bergen line. A Norwegian caterer, Mr. Carl Christiansen, was the driving force behind the scheme, and for 10 years he was in charge of the dining cars on a private enterprise basis, under contract with the Norwegian State Railways.

As it was desired to co-ordinate the management of the dining cars and the station restaurants, a new company was established in 1919, with Mr. Carl Christiansen as Managing Director. Its name was A/S Spisevognselskap (Norwegian Dining Car Company), and the capital was put at kr. 200,000, consisting of 20 shares at kr. 10,000 each (equivalent to £500 each). The railway administration held 17 of the 20 shares.

Certain alterations in the statutes were decided on in 1927, after debates in the Storting (Parliament). The share capital was increased to kr. 1,000,000, consisting

of fully paid shares of kr. 500 (equivalent to £25 each). Almost all shares are owned by the State Railways. The company is headed by a board of three directors, elected at the annual meeting for a period of three years. The Chairman and Vice-Chairman are elected separately by the annual meeting, and the Chairman must be a businessman by profession. The statutes of 1927 are still in force, apart from minor amendments. The present Chairman is Mr. E. Mossige, an Oslo banker, and the Managing Director is Mr. A. Andresen.

The turnover during the first financial year of 1919 was kr. 1,250,000, as against kr. 14,000,000 in 1948. Last year, the company paid more in taxes alone than its total turnover in 1919. These figures indicate the growth of the company, which recently celebrated its thirtieth anniversary.

There are now 20 dining cars, operating on all main lines throughout the year. As

stated, two were placed on the Bergen line in 1909. Cars were introduced on the Ostfold line in 1912, the Dovre line in 1921, the Valdres line in 1925, the Brevik line in 1926, the Grong line in 1934, and the Røros line in 1936. Most of the dining cars are built in Norway. They are comfortable and have up-to-date equipment; there is a seating capacity of 40 passengers.

The present cost of meals is equivalent to 3s. for breakfast, 4s. 6d. for a three-course lunch, and 4s. for supper, including Norwegian "koldt-bord" and one hot course, also tea or coffee. A service charge of 10 per cent. *in lieu* of gratuities is added to all these charges. The dining cars are licensed to sell beer and wines, but not spirits. Altogether, 210,000 meals were served in dining cars during 1948.

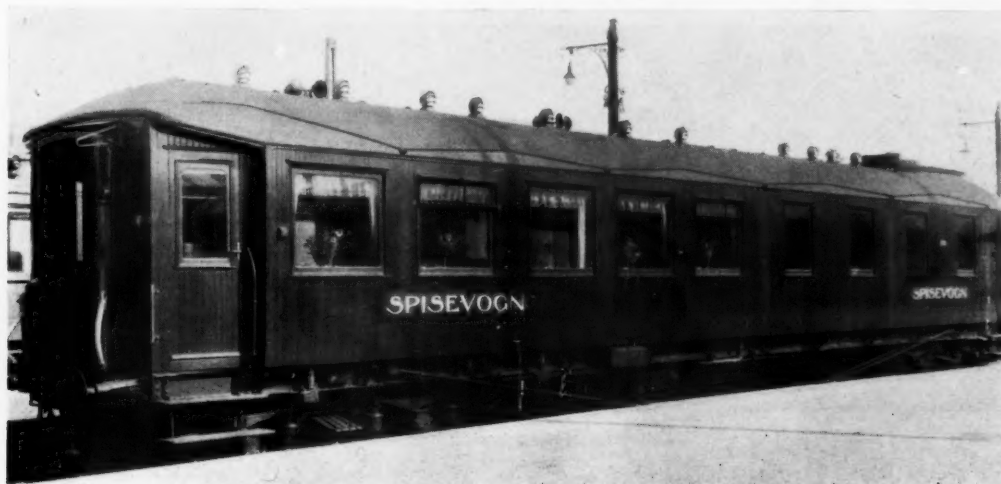
Station Restaurants

The company also operates 34 station restaurants, varying greatly in size, from large comfortable restaurants to smaller snack bars or refreshment rooms. They are at the following stations: Oslo East; Oslo West; Aal; Aandsnes; Bergen; Dombaas; Drammen; Eidsvoll; Fredrikstad; Grong; Halden; Hamar; Hønefoss; Kongsberg; Kongsvinger; Koppang; Kristiansand; Lillehammer; Lillestrøm; Mo; Mosjøen; Moss; Myrdal; Opdal; Ringebu; Roa; Røros; Sandefjord; Sarpsborg; Stavanger; Støren; Tønsberg; Trondheim; and Voss. It also operates two restaurants at Fornebu Airport near Oslo.

All station restaurants and dining cars are paid for and owned by the State Railways, and the property concerned is then on loan under contract to A/S Norsk Spisevognselskap at a rent which has been stipulated at 2½ per cent. of the turnover.

Hotels are also operated by the company but on a smaller scale. There are two on the Dovre line—the Eidsvoll Railway Hotel (12 rooms, 20 beds) and Opdal Tourist Hotel (40 rooms, 60 beds); the Opdal hotel is a first-class hotel, visited summer and winter by many British and American and other tourists—and the Bjørnefjell Tourist Station on the Narvik line. It also holds shares in other hotels or hotel companies, such as Hotel Norge and Grand Hotel Terminus in Bergen, A/S Nord-Norsk Hoteldrift in Alta (which manages the post-war tourist stations in the war-scarred extreme north

(Continued on page 680)



Dining car operated by the Norwegian Dining Car Company

Restaurant Services on Norwegian Railways



Tonsberg Station restaurant, built in 1948

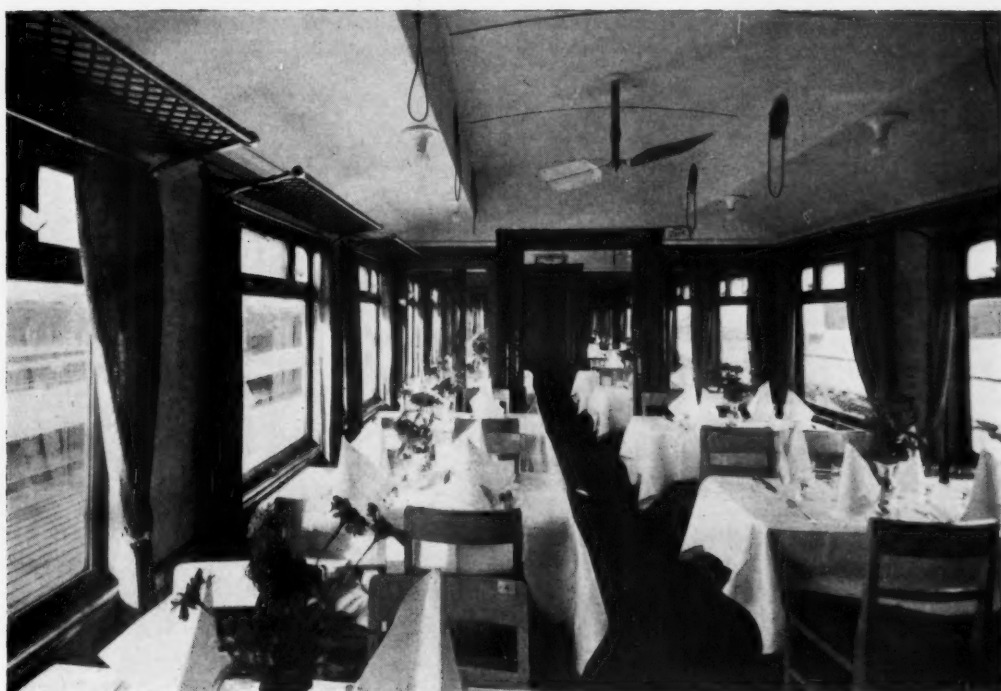


Tonsberg Station restaurant interior

Restaurant Services on Norwegian Railways

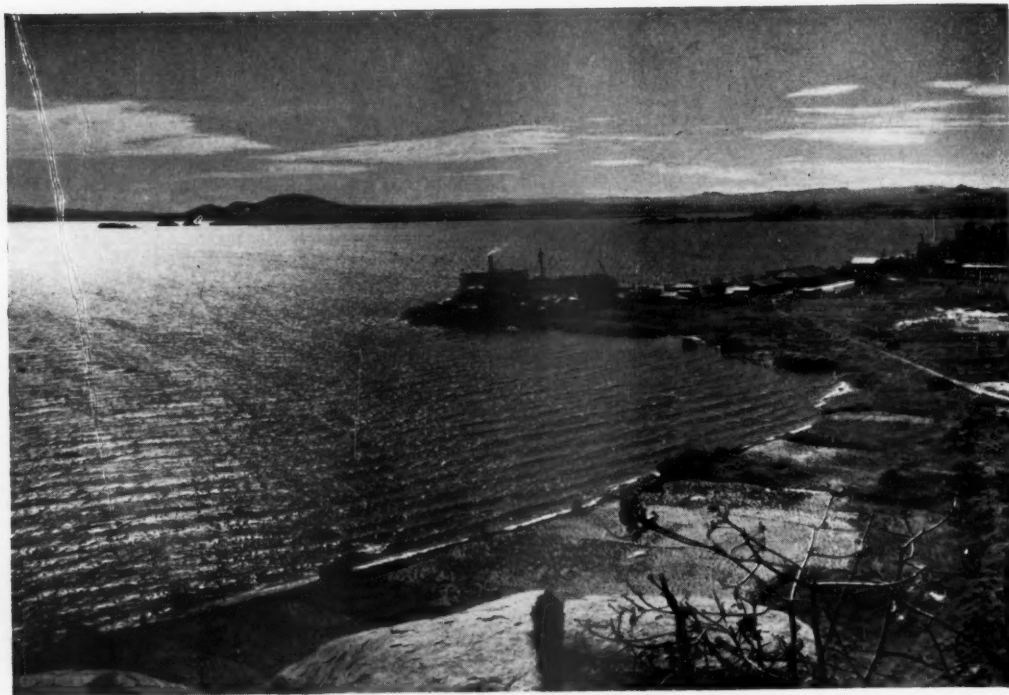


Hamar Station restaurant. Note the mural paintings



A Norwegian dining car

East African Railways Marine Services



Mara Bay, Lake Victoria, showing s.s. "Usoga" alongside the pier at Musoma, Tanganyika



s.s. "Usoga" at Entebbe, Lake Victoria, Uganda

RAILWAY NEWS SECTION

PERSONAL

Mr. V. W. Bone has decided, following a long illness, to retire from business life, and has resigned as Chairman and Managing Director of Ruston & Hornsby Limited and as Chairman of Davey, Paxman & Co. Ltd., and from the boards of both companies. Mr. J. H. W. Pawlyn becomes Chairman of Ruston & Hornsby Limited; and Mr. H. Riggall becomes Managing Director of Ruston & Hornsby Limited and Chairman of Davey, Paxman & Co. Ltd. Sir John B. Greaves has joined the board of Davey, Paxman & Co. Ltd., and has been appointed Managing Director in succession to the late Mr. Edward Paxman.

Payable, Accounts Receivable and Revenue Expenditure Sections of the Accounts Department. Mr. E. G. Thorp has been appointed Principal Costs Assistant (Mechanical Engineering), responsible to the Costs Officer for the supervision of mechanical engineering costing for both road and rail services.

Mr. R. E. M. Hughes, who was appointed Passenger Manager of the Ulster Transport Authority on the formation of that body last autumn, joined the Great Northern Railway (Ireland), in 1916. In 1929 he was commissioned by the General Manager to make a survey of, and report on, the road passenger services, competition from which was beginning

Glasgow, but later moved to Northern Ireland, where, after completing his education, he served his articles in the accountancy profession. He entered the transport industry in 1934, as Assistant Accountant of H. M. S. Catherwood Limited, one of the principal road passenger undertakings in Northern Ireland. In 1935 he was promoted Accountant of the company, and, when its undertaking was acquired in the same year by the Northern Ireland Road Transport Board, he received the appointment of Assistant Accountant (Freight) in the new undertaking. In 1941 Mr. Duncan became Accountant of the Board, which office he has held until his present appointment in a similar capacity with the Authority.



Mr. A. McCleery

Appointed Freight Manager of the Ulster Transport Authority



Mr. R. E. M. Hughes

Appointed Passenger Manager of the Ulster Transport Authority



Mr. W. H. Duncan

Appointed Accountant of the Ulster Transport Authority

Mr. A. McCleery, M.Inst.T., who was appointed Freight Manager of the Ulster Transport Authority when that body was set up last autumn, is a native of Northern Ireland. He served with the Army Service Corps from 1914 till 1919, and in the latter year joined the Northern Counties Committee of the Midland Railway, later L.M.S.R. After passing through various departments, he was appointed Stores Superintendent in 1937, becoming Operating Superintendent in 1941, with which position was combined, from 1946, the running functions of the Locomotive Power Section. On February 1, 1947, he was appointed Traffic Superintendent, with charge of the operating and commercial activities. Before the merger of the N.C.C., the Belfast & County Down Railway and the Northern Ireland Road Transport Board under the Ulster Transport Authority, Mr. McCleery was appointed by Major Pope, who was then Chairman of the N.I.R.T.B., to conduct an internal inquiry into its freight organisation, and, in May, 1948, he submitted recommendations for combined road and rail operations, which have been largely adopted by the Authority.

Mr. F. W. Palmer has been appointed Principal Accounts Assistant, London Transport, responsible to the Chief Accountant for the work of the Accounts

seriously to affect the rail position, and the reports which he submitted largely influenced the road policy of his company. In 1930 Mr. Hughes was appointed Assistant Road Motor Superintendent, and was closely associated with the acquisition and consolidation of the services taken over from private undertakings. He went to Belfast when the headquarters of his department were transferred, and remained in the same post until the Northern Ireland road services of the G.N.R.(I.) were absorbed in 1935 by the Northern Ireland Road Transport Board. With the Board, he served immediately under the Passenger Superintendent, and was engaged in the co-ordination of the services acquired by it, also the reorganisation of services necessitated by the outbreak of war, and following the air raids in 1941. Mr. Hughes became Passenger Superintendent in 1944, which post he occupied until his present appointment with the Authority.

We regret to record the death on June 7 of Mr. A. P. Fox, who was Managing Director of Scammell Lorries Limited until December 31, 1947, when he retired for health reasons, remaining a Director.

Mr. W. H. Duncan, A.C.A., A.M.Inst.T., who has been appointed Accountant of the Ulster Transport Authority, was born in

Mr. V. A. M. Robertson, Chief Civil Engineer, Southern Region, British Railways, has been elected President of the Institution of Civil Engineers for 1949-50.

We regret to record the death, on June 11, at the age of 67, of Mr. J. F. Byers, a Director of the Westinghouse Air Brake Company and the Union Switch & Signal Company, U.S.A.

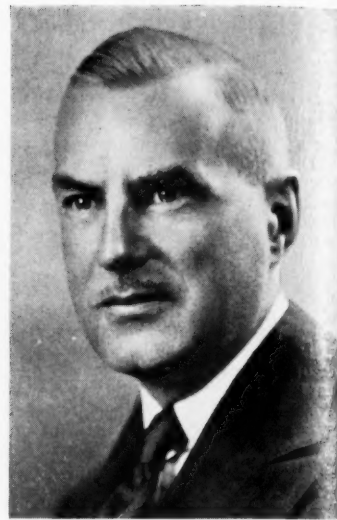
A number of appointments concerning its interests in the plastics industry have been announced by Thomas De La Rue & Co. Ltd. Mr. Grahame Martin Turner, a Director of the parent company, has taken over control of the Export Department of the Industrial Division; Mr. P. Gordon-Fischel and Mr. Yelle Eerdmans continue as Export Managers of the Plastic Division. Mr. W. F. Campling will assume control of all factories of the Plastics Division. Mr. W. F. Campling present Technical Manager, Plastics Division, will, on July 1, be appointed Manager, Technical Sales Development Department, and will also continue to supervise the Research & Development Department at Tynemouth; Mr. H. Kelly becomes Technical Manager, Plastics Division. On the Plastics Division home sales side, Mr. B. C. Randall has been appointed Special Technical Representative for the transport and allied industries.

**Mr. E. Graham**

Mechanical Engineer (Railways), London
Passenger Transport Board, and London
Transport Executive, 1940-49

**Mr. H. B. Bowen**

Chief of Motive Power & Rolling Stock,
Canadian Pacific Railway,
1928-49

**Mr. W. A. Newman**

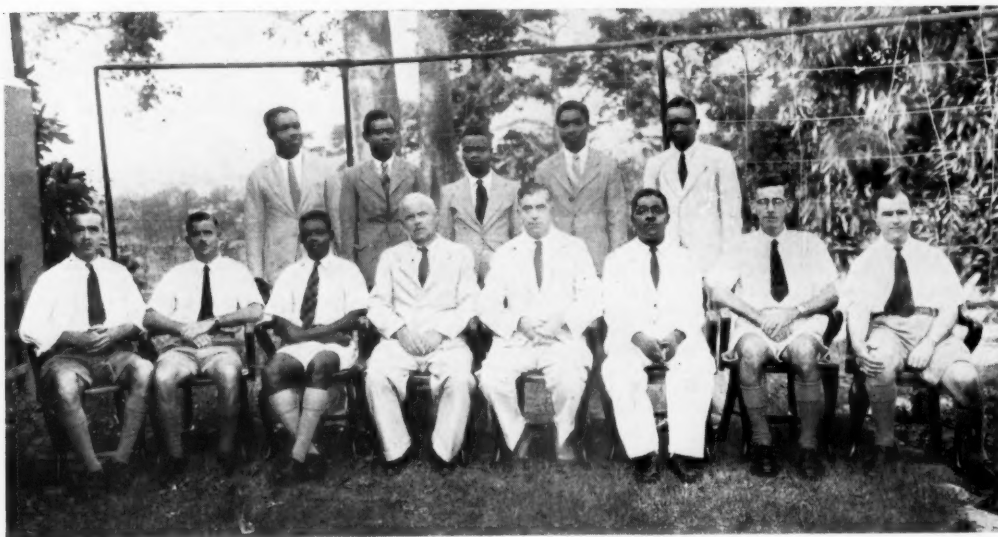
Appointed Chief of Motive Power & Rolling
Stock, Canadian Pacific Railway, remaining
Manager of the Research Department

Mr. E. Graham, O.B.E., M.I.Mech.E., M.I.Loco.E., Mechanical Engineer (Railways), London Transport Executive, who, as recorded in our June 3 issue, has retired, joined the North Eastern Railway as premium apprentice at its Darlington locomotive works in 1900. In 1906 he took a special course at the Royal College of Science, South Kensington, and in the same year entered the service of the Great Northern Railway at Doncaster. In 1909 he became Assistant to Locomotive Works Manager, and visited French and Belgian railways to investigate the use of superheated steam; and was afterwards engaged

on the first application of superheating to G.N.R. engines. In 1911 he was made Outdoor Assistant to Carriage & Wagon Superintendent. A year later Mr. Graham joined the Great Western of Brazil Railway as Chief Assistant Locomotive, Carriage & Wagon Superintendent, and in 1914 became Locomotive, Carriage & Wagon Superintendent. In 1915 he returned to England to join H.M. Forces; he served with the R.F.C. and R.E., attaining the rank of Lt.-Colonel. He was mentioned in despatches, and awarded the Order of the Crown of Italy. He went as Mechanical Adviser to the Allied Railway

Mission to Poland and the Baltic Provinces in 1919, and until 1921 was Chief of the Mission. In that year he became Superintendent, Shops Division, London Underground Railways, and a year later, Assistant Mechanical Engineer. In 1928 Mr. Graham visited Holland, Germany, Italy, France and Spain on a tour of investigation on behalf of the London Underground group, and also in that year visited Cuba to report on the engineering departments of the United Railways of Havana. In 1933 he became Assistant Mechanical Engineer (Railways), London Passenger Transport Board; and in 1935, Mechanical Engineer

Gold Coast Government Railway C.M.E. Staff



Mr. A. Campbell, Chief Mechanical Engineer, Crown Agents for the Colonies, with Mr. H. A. Johnson, Chief Mechanical Engineer, Gold Coast Government Railway, and members of his staff, during a recent visit by Mr. Campbell to West Africa

Front row: left to right: Mr. A. E. W. Joyce, Acting Assistant Locomotive Superintendent; Mr. E. H. Spendlove and Mr. G. K. B. de Graft Johnson, Assistant Locomotive Superintendents; Mr. A. Campbell; Mr. H. A. Johnson; Mr. Sey, Senior Draughtsman; Mr. F. C. Steward, Works Manager; Captain F. J. Hayward, Assistant Works Manager.

Back row: Members of the drawing office staff

(Maintenance); in 1940 he was made Mechanical Engineer (Railways).

Mr. H. B. Bowen, C.B.E., Chief of Motive Power & Rolling Stock, Canadian Pacific Railway, who, as recorded in our June 10 issue, has retired, was born in Derbyshire, and studied at the Manchester School of Technology. He left for Canada in 1905, where he joined the C.P.R., in Montreal. After a year there he was transferred to Winnipeg, returning to Montreal in 1928 to take up the appointment from which he now retires.

Mr. W. A. Newman, C.B.E., Manager of the Department of Research, Canadian Pacific Railway, who, as recorded in our June 10 issue, has been appointed Chief of Motive Power & Rolling Stock, remaining Manager of the Research Department, graduated from Queen's University, and entered the Angus shops of the C.P.R. in 1911 as an apprentice. He became a draughtsman in 1912, and four years later went to Windsor Station headquarters, Montreal, as Supervisor of Betterments in the Office of the Chief Mechanical Engineer. In 1917 he was appointed Assistant Mechanical Engineer. He became Locomotive Construction Engineer in 1918, and Locomotive & Car Construction Engineer in 1920. In 1923 he was made Mechanical Engineer, and in 1928 was appointed Chief Mechanical Engineer. He was on loan from the company to Federal Aircraft Limited from December, 1940, and he also served as Administrator of the aircraft industry in Canada for the Wartime Prices & Trade Board, and as Aircraft Controller of the Wartime Industries & Control Board in the Department of Munitions & Supply. Mr. Newman was appointed Manager of the then newly-created Department of Research of the C.P.R. in 1945.

INTERNATIONAL RAILWAY CONGRESS ASSOCIATION

Among the delegates who attended the enlarged meeting of the Permanent Commission of the International Railway Congress Association at Lisbon from June 1-5, to which reference is made in an editorial article on page 661, were:—

Messrs. F. C. Badhwar (India), Miles Beevor and C. A. Birtchell (Great Britain), Björk (Sweden), Bonnefon (France), J. L. A. Boucique (Belgium), D. Boutet (France), E. Branger (Switzerland), R. Claudon (France), R. Cottier (Switzerland), E. S. Cox (Great Britain), da Costa Couteur (Portugal), G. A. Dalton (South Africa), d'Arbela (Italy), de Aguinaga (Spain), Delacour (France), F. Delory (Belgium), F. Q. den Hollander (Holland), G. di Raimondo (Italy), Dorges (France), J. Dubus (Belgium), Dumont (Belgium), R. de Espregueira Mendes and A. Figueiredo (Portugal), Khadr Gabr (Egypt), P. Ghilain and O. Ghins (Belgium), Giot (Belgium), J. H. Glendinning (Great Britain), J. Goursat and Guibert (France), Harald Harvey (New Zealand), Sir Cyril Hurcomb (Great Britain), Messrs. Johnsen (Norway), Julien (France), N. Laloni (Italy), Lamalle (Belgium), G. Lasz (Italy), R. Levi (France), C. Lucchini (Switzerland), W. H. Maass (South Africa), M. A. Malderez (Belgium), Maldonado (Spain), Manitto Torres (Portuguese West Africa), A. Marguerat (Switzerland), F. Marin (Italy), Mellini (Italy), F. Meyer (Switzerland), Moreno (Spain), G. I. Moulart (Belgium), G. Olivier (Belgium), Pader (France), Passos de Oliveira Valença (Portugal), J. R. Pike and V. A. M. Robertson (Great Britain), Sanjos (Portuguese East Africa), Sarma (India), Tavares de Almeida (Spain), J. Taylor Thompson (Great Britain), Torkelsen (Denmark), J. C. L. Train and E. A. W. Turbett (Great Britain), J. Vanderborcht, J. Van Rijn, Voordecker, Vrebos and G. Willaert (Belgium).

The King's Birthday Honours List

The following is a selection, further to that published in our last week's issue, of honours of transport and industrial interest from the King's Birthday list:—

C.M.G.

Lt.-Colonel Norman Charles Harris, D.S.O., M.C., M.Sc., Chairman, Railways Commission, State of Victoria.

Mr. Robin Haskew Robertson, General Manager, Sudan Railways.

Mr. Denys Cuthbert Woodward, General Manager, Nigerian Railway.

C.B.E. (Civil Division)

Mr. James Sawers, formerly General Manager, New Zealand Government Railways.

O.B.E. (Civil Division)

Lt.-Colonel James Briggs, M.I.C.E., Civil Engineer, London Midland Region, British Railways.

Mr. Frank Gilbert, Principal Staff Officer, British Transport Commission.

Mrs. Kate Winifred Jones-Roberts, J.P., Member, British Tourist & Holidays Board.

Mr. Frank Geoffrey Staley, F.R.I.C.S., Senior Engineer, Civil, Wales & Monmouth Division, Ministry of Transport.

Mr. John Clifford Wood, Director, John Fowler & Co. (Leeds) Ltd.

M.B.E. (Civil Division)

Mr. Robert Cecil Bacon, General Manager, Kilmarnock Factory, Glacier Metal Co. Ltd.

Mr. George Joseph Colman Bunker, Clerk, Class A, London Transport Executive (Railways).

Mr. Frederick George Clark, A.M.I.E.E., Electrical Manager, Harland & Wolff Limited, Glasgow.

Mr. John Eric Middlebrooke Coombes, A.M.I.E.E., Specialist Engineer, Metropolitan-Vickers Electrical Co. Ltd., Manchester.

Mr. Charles Frank Edwin, Manager, Battery Department, Siemens Bros. & Co. Ltd., Woolwich.

Mr. Walter Charles English, District Superintendent (Trams & Trolleybuses), London Transport Executive.

Mr. Thomas Harold Gant, F.R.I.C., Chief Engineer, British Industrial Plastics Limited.

Mr. Herbert Lovell Hill, Inspection Manager, Transport Equipment (Thornycroft) Limited, Basingstoke.

Mr. Thomas Holme, Superintendent, Fabrication Factory, British Thomson-Houston Co. Ltd., Rugby.

Mr. Henry Douglas Lang, Maintenance Manager, Imperial Chemical Industries Limited.

Mr. John Ambrose Madeley, J.P., Clerk, Class 3, Railway Executive, Crewe.

Companion, Imperial Service Order

Mr. Walter Henry Cope Bromfield, lately Comptroller of Accounts & Audit, Western Australian Government Railways.

INTERNATIONAL UNION OF RAILWAYS

The following delegates from British Railways attended the various committees of the International Union of Railways (U.I.C.) at Oslo recently (see also editorial article on page 660):—

Messrs. R. H. Hacker, Chief Officer (Continental), Railway Executive, Chairman of No. 1 (Passenger) Committee; L. H. K. Neil, Continental Traffic Manager, Eastern & North Eastern Regions; R. E. Sinfield, Continental Superintendent, Southern Region; F. H. Sedgwick, Accountant, Eastern & North Eastern Regions; F. R. Stockdill, Accountant, Southern Region; A. H. Toms, Southern Region; J. F. H. Tyler, Western Region; C. A. Gammon and T. W. Brown, London Midland Region; C. E. R. Sherrington, Railway Research Service; W. B. Addinall, Secretary, Continental Traffic Committee.

Dissolution of Railway and Canal Companies

The following notification appears in *The London Gazette* of June 10, 1949 (the certificate is dated June 3, and signed by Mr. J. Cowen, an Assistant Secretary of the Board of Trade):—

Pursuant to section 24 (1) of the Transport Act, 1947, the Board of Trade has issued the following certificate.

Whereas the Board of Trade is satisfied in relation to each of the bodies specified in the schedule hereto:—

(1) That the body has in accordance with sections 12 to 13 inclusive of the Transport Act, 1947, collected and distributed any moneys receivable by it in respect of any agreement disclaimed by the British Transport Commission (including the appropriate proportion of any moneys received by any joint committee or joint body from any person in respect of any agreement of that joint committee or joint body which is disclaimed by the said Commission);

(2) that the body has distributed any moneys paid to it by the said Commission;

(3) that the body has complied with any directions given to it by the said Commission for the purpose of securing that the ownership of any property or any right is effectively transferred to the Commission; and

(4) that the said Commission does not desire to give any further such directions.

Now therefore the Board of Trade, pursuant to section 24 (1) of the Transport Act, 1947, hereby certifies that there is no reason for the continued existence of each or any of the said bodies.

Schedule

Mersey Railway Company.
North Devon & Cornwall Junction Light Railway Company.
Southport & Cheshire Lines Extension Railway Company.
Great Central & Midland Joint Committee (Lessors).
Weymouth & Portland Railway Company.
Great Western & Great Central Railways Joint Committee (Lessors).
East Kent Light Railways Company.
Company of Proprietors of the Coventry Canal Navigation.
Leeds & Liverpool Canal Company.
Staffordshire & Worcestershire Canal Company.
Aire & Calder & River Dun Navigations Joint Committee.
Whitechapel & Bow Railway Company.
Southern Railway Company.
Weaver Navigation Trustees.
Sheffield & South Yorkshire Navigation Company.
Company of Proprietors of the Birmingham Canal Navigations.
Company of Proprietors of the Herefordshire & Gloucestershire Canal Navigation.
Eastern & Church Hope Railway Company.
Undertakers of the Aire & Calder Navigation.

Further reference to the above is made in an editorial article on page 660 of this issue.

PERMANENT WAY INSTITUTION, LONDON SECTION.—Arrangements have been made for visits to London Airport on Saturday afternoons, July 16 and 23, by the Permanent Way Institution, London Section. On each occasion the tour of the airport, which will commence at 2.30 p.m., will include visits to the control, briefing, signals and meteorological sections, passenger buildings and a close-up view of the hangar area. Special arrangements will be made for those members wishing to make a short flight.

Ministry of Transport Accident Report

*Griseburn, London Midland Region,
British Railways, November 29, 1948*

Mr. J. L. M. Moore, Railway Employment Inspector, Ministry of Transport, inquired into the accident which occurred at about 3 a.m. on November 29, 1948, at Griseburn ballast sidings, on the Settle and Carlisle Line, London Midland Region, circumstances of which were most unusual.

A 50-ton breakdown crane and its match-wagon had been standing for nearly 2½ hr. on a gradient of 1 in 100, falling towards Carlisle, when the remainder of the breakdown train, approaching from the other direction, made contact with it. No brakes had been applied, and the crane was forced over the only scotch which had been holding it. The two vehicles then ran by gravity alone along the down line for nearly 23 miles, coming to rest on a short rising gradient beyond Lazonby. They then ran back into that station, where they were secured by the signalman.

Unfortunately the crane jib, which was trailing, was not fully lowered on to the match-wagon and came into contact with the first overline bridge, some 660 yd. from the starting point. Comparatively slight material damage resulted, but a leading fitter, who was making a creditable attempt to apply the match-wagon brake, was fatally injured by flying debris. The only other men on the vehicles were a fitter and the crane driver, who were thrown to the ground by the impact, sustaining a broken thigh, and shock, respectively.

The crane is mounted on an eight-wheel undercarriage and in addition there is a detachable relieving bogie at either end, which, by means of a special coupling device, takes part of the weight of the crane when travelling, thereby reducing axle loads. The match-wagon, on which the jib rests when not in use, is a four-wheel vehicle with ordinary buffers and screw coupling at either end. When the relieving bogies and match-wagon are attached to the crane, as at the time of the accident, the overall length of the unit is 84 ft. 6 in., with a total weight of 104 tons 5 cwt.

A hand brake is provided on the crane carriage, consisting of a single block on each of the four wheels at one end. It is operated from the ground at either side of the crane by wheels which are mounted on a common cross-shaft, and so work in opposite directions, as indicated by small brass plates. There are no brakes on the relieving bogies, but the match-wagon is equipped like an ordinary wagon, except that the brakes at either side are operated independently, each lever working in a guide with the usual pin arrangement to secure it when in the applied position. The crane is provided with travelling gear, but this cannot be operated from the cab until clutches have been engaged from the ground by means of two wheels on either side of the crane carriage.

THE COURSE OF EVENTS

The Carlisle breakdown train was at Griseburn in connection with a derailment which occurred to a train in the sidings on the previous evening. The procedure for dealing with it was discussed on the way to the site, and it was decided that the crane should work from the down line. It was propelled into position at 12.35 a.m. The leading fitter gave instructions for it to be scotched, and a wedge-shaped piece of wood was placed on the 6-ft. rail on each side of the southernmost wheel of the

crane. So far as can be ascertained, the hand-brake was not mentioned. It was not applied on either crane or match-wagon.

The guard was instructed to remove the rest of the breakdown train and leave it on the down line, where the engine required to shunt, but before detaching he took no action regarding the securing of the crane or match-wagon, although they were being left on a gradient of 1 in 100. He regarded the crane crew as responsible. When re-railing began he was warned to bring the train close to the crane, to minimise delay when preparing to leave and he realised that the crane was not to be touched, also the need for caution. He stopped the train twice in 400 yd. and it was then 100 yd. from the match-wagon. Standing in the 6-ft., a short way from the latter, he gave a white hand signal for the train to be propelled and showed red when he estimated the end vehicle to be about 20 yd. from the wagon, but they made contact.

A passed fireman, driving the engine, said he made the three moves by gravity and applied the brake on seeing the red light, but the impact was enough to force the crane over the scotch.

The jib was then being lowered for the journey, and was held momentarily above its rest on the match-wagon for the snatch block to be guided by block-and-tackle into its special recess. The luffing gear was still engaged and, although it would have meant leaving the snatch block to take its chance, the jib could have been lowered readily to its full extent. The crane driver, acting impulsively on the general shout to stop the crane, left the cab without doing so, and pulleys carrying the luffing cables struck the bridge. The leading fitter had applied the match-wagon brake, and was standing on the lever to exert more pressure when struck by debris from the bridge. The fitter was going to lower the jib when he was thrown off, as was the crane driver. Endeavours were made to insert timber between the wheel spokes and beneath the wheels, but it is surprising that no attempt was made by the breakdown men to apply the crane brake. The guard tried to do it from the 6-ft., but the wheel worked anti-clockwise and he actually moved it a little, but in the wrong direction, as it was found fully "off." Three complete turns were needed to apply it fully; so the brake could not have been applied earlier and released by him. The control staff at Carlisle was ready to give the crane a clear run through there, had it not been halted by the incline at Lazonby. Intercepting by engine was considered, but fortunately this extreme measure proved unnecessary, and would have been very hazardous in the dark.

INSPECTOR'S CONCLUSION

The initial mistake was made by the deceased leading fitter in not applying the hand-brake. Scotching a wheel is not to be relied on to secure a crane like this, as a scotch may become displaced during lifting operations, possibly without knowledge of the crew, or be overridden. In either event, its retarding effect immediately disappears. The wheel brake is ample to hold the crane in ordinary circumstances, but is not designed for quick application in emergency. The lever brakes on the match-wagon are more

easily applied but, with an unladen tare of only 9 tons 3 cwt., can hardly be expected to stop a 100-ton load once under way.

The existence of the gradient was common knowledge among those concerned, and Mr. Moore believes that it has not been the practice to use the brake in ordinary circumstances. Several experienced members of the breakdown gang proved surprisingly unfamiliar with its working. It is significant that none attempted to apply it.

It can only be concluded, Mr. Moore thinks, that the leading fitter, obsessed with the importance of clearing the tracks quickly, momentarily forgot the gradient, not noticeable in the darkness, and followed the normal procedure of scotching, omitting to give instructions regarding the brake, all the more surprising in that he had been a fitter and breakdown man for many years. During the last four years he had frequently taken charge, and shown himself thoroughly competent and reliable. It is to be regretted that, after 33 years service, his fearless attempts to remedy his omission cost him his life.

The guard would have been better advised to make enquiries before detaching the engine, although doubtless he would have been told that the necessary action had been taken.

His stopping of the train twice in 400 yd. dispelled any question of carelessness; his omission to use a green light, in accordance with Rule 52, and apparent failure to give the stop signal sufficiently early on the last occasion, suggest inexperience.

The driver of the engine acted promptly on the guard's signals; but, having had a red light following a white one twice, he should have questioned the guard's method of signalling before undertaking the third movement, when he knew he must be near the match-wagon.

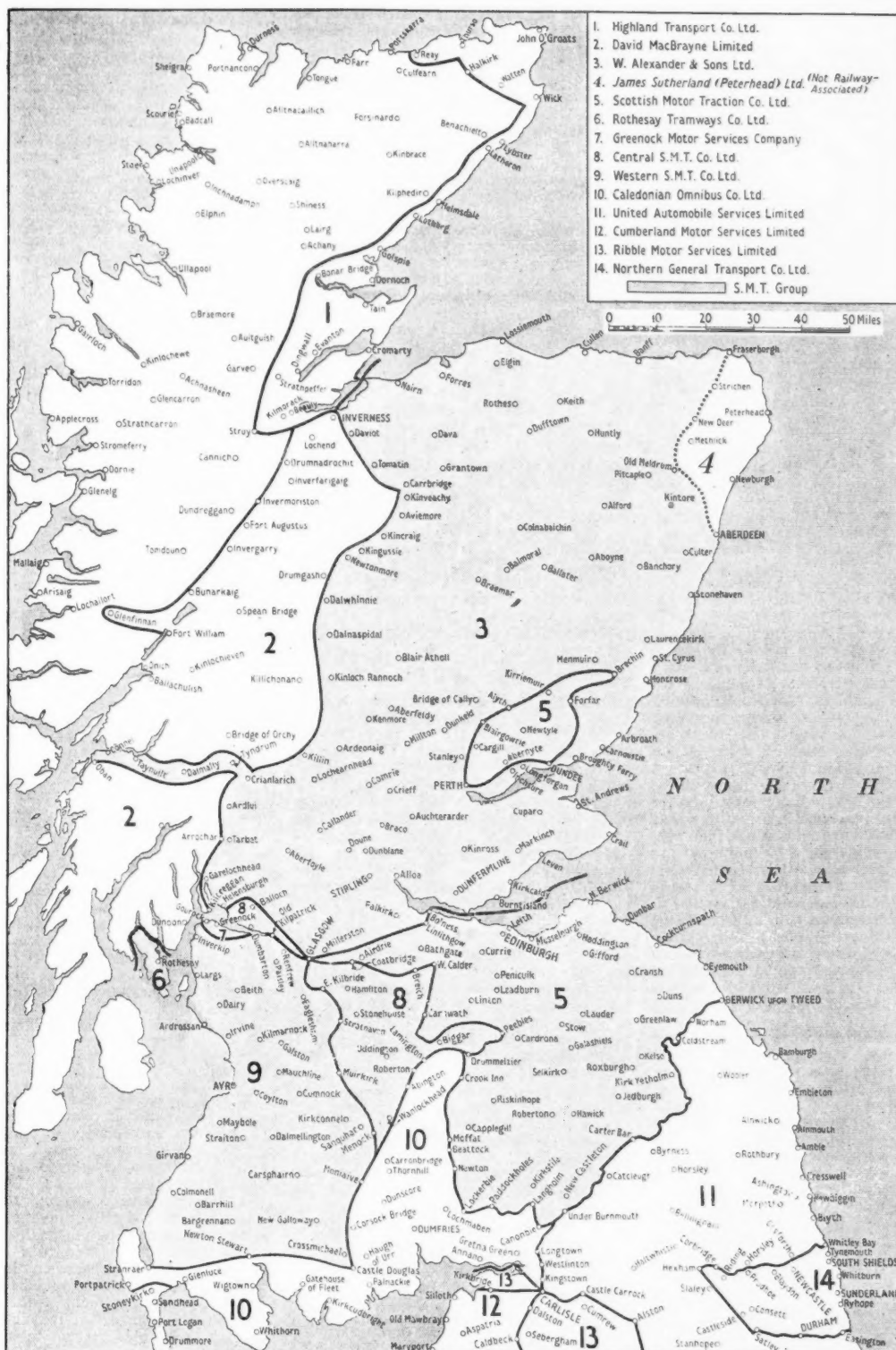
INSPECTOR'S REMARKS AND RECOMMENDATIONS

Breakdown work is of such a variable character that it is undesirable, if not impracticable, to issue definite instructions regarding procedure, which must depend on the special requirements in each case. This accident shows forcibly the risk of relying solely on a scotch for securing a breakdown crane. The desirability of using the hand-brake on all possible occasions, and supplementing it with scotches when necessary as an additional safeguard, should be brought to the notice of all concerned. The equipping of breakdown cranes with rail slippers, which are so extensively used on the Continent, is also recommended for consideration, as they are less liable to become displaced than wooden scotches.

The method of indicating which way to turn the brakewheels on the crane carriage is a further point for consideration, as the brass plates at present provided appear to be too small and indistinct. The lettering should be made more distinct. It would be a further advantage if the brakewheels were painted white, to render them more readily distinguishable from the somewhat similar clutch wheels.

It was evident that some uncertainty existed regarding the responsibility of the guard of a breakdown train in connection with the securing of the crane and match-wagon if attached. This is an important point, about which there should be no possible doubt, and an early ruling, followed by definite instructions on the subject, is recommended.

Scottish Bus Areas



Areas served of the S.M.T. Group on transfer to the B.T.C. The buses of the parent company (No. 5) have been turned over to Scottish Omnibuses Limited to segregate them from the non-bus assets of the Group not being nationalised. Control of the Caledonian Omnibus Co. Ltd. has been transferred by the B.T.C. from the Tilling to the S.M.T. Group (see editorial note on page 658)

Questions in Parliament

Railway Freight Rebates Fund

Mr. Granville Sharp (Spen Valley—Lab.) on May 30 asked the Minister of Transport when he proposed winding up the Railway Freight Rebates Fund; and what was the present balance in the fund and the approximate annual revenue.

Mr. Alfred Barnes in a written answer stated: I am not yet in a position to indicate when the Railway Freight Rebates Fund will be wound up. At the end of the last financial year of the fund, that was September 30, 1948, there was a credit balance of £1,513,487, of which £418,719 is being distributed in the current financial year. The present annual revenue of the fund is approximately £3,480,000.

Berlin Rail Traffic

Mr. A. R. Blackburn (Birmingham, Kings Norton—Lab.) on June 1 asked the Secretary of State for Foreign Affairs how many goods trains had reached the Western sectors of Berlin from Western Germany since the ending of the blockade; and what steps were being taken to increase the flow of rail traffic.

Mr. C. P. Mayhew (Parliamentary Under-Secretary of State for Foreign Affairs): As regards traffic for which the Western Allies are responsible, 140 trains had reached Berlin from the Western zones between the lifting of the blockade on May 12 and May 31; of those, only 20 arrived since the Berlin railway strike began on the night of May 20. Negotiations are in progress with the Soviet authorities in Berlin to increase the rate of flow, which, even before the strike began, was subject to restrictions to which I referred in my reply to Major Beamish (Lewes—C.) on May 25. Discussions are still proceeding on a quadripartite basis, particularly with a view to making other routes available in addition to the Helmsdorf-Magdeburg-Berlin line.

Mr. George Hicks (Woolwich East—Lab.): Can the Under-Secretary tell us the number of trains which normally would run through compared with the number now allowed through?

Mr. Mayhew: I have tried to make an estimate of the percentage which has been stopped. I think it is true to say that, if there had been no strike, the lifting of the blockade as carried out by the Soviet authorities would have led to a volume of traffic of 70 per cent. compared with that of a year ago. The strike, however, has cut that 70 per cent. to 20 per cent.

Tanganyika Railway Survey

Mr. Walter Fletcher (Bury—C.) on June 1 asked the Secretary of State for the Colonies what progress had been achieved with the survey to be made from the east side of Lake Nyasa to Mikindani in Tanganyika.

Mr. A. Creech Jones (Secretary of State for the Colonies): Arrangements are in train for the survey of a railway route between M'twara (formerly Mikindani) in Tanganyika and the Northern Rhodesian railway system in the near future. This survey has not yet started, but 20,000 square miles in this area have been aerially photographed and provisional maps for 8,000 square miles have been drawn. The ground survey of the section connecting Lindi and M'twara with the groundnut area has been completed.

Mr. Fletcher: In view of the urgency of the question will the Minister see that increased air survey facilities are provided?

Mr. Creech Jones: That is going on as fast as possible.

Malayan Railways

Mr. Walter Fletcher (Bury—C.) on June 2 asked the Secretary of State for the Colonies what steps had been taken to restore and improve the Malayan railway system.

Mr. A. Creech Jones, in a written answer, stated: I understand that good progress has been made with the restoration of the Malayan Railways, which was estimated to cost something like \$105,000,000. Over one half of this sum has so far been expended.

Steel Allocation

Mr. Granville Sharp (Spen Valley—Lab.) on May 23 asked the Economic Secretary to the Treasury whether, in view of the increased production and stocks of steel, he was now in a position to permit a relaxation of the present system of steel allocation.

Mr. Douglas Jay (Economic Secretary to the Treasury) stated in a written answer: There has been a considerable relaxation of the system of steel allocation during 1948 and 1949, as a result of periodic reviews of the scheme, which will continue. Products in easier supply have been removed from allocation, and since January, 1949, consumers of not more than 100 tons of steel per annum have been covered by a special scheme whereby licences to acquire steel are issued directly by regional controllers independently of the main scheme. Despite increased production and stocks, there is, however, still a shortage of certain categories of steel, and, as long as serious shortages exist, the need for allocation remains. We are also still importing steel from hard currency countries.

Restaurant Services on the Norwegian Railways

(Concluded from page 671)

of Norway), and the new Grand Hotel Bellevue at Aandalsnes, scheduled to reopen on July 1. It holds the majority of shares in Røros Tourist Hotel, the construction of which is now impending, and has subscribed £35,000 worth in shares for a new hotel to be erected in Oslo on the property called "Palé-tomten." The company has no debts.

FINANCIAL RESULTS

The financial results have varied through the past years. During the first five years from 1919, the company produced a favourable balance sheet, but the depression set in in 1925, and there was a net deficit until 1929. From then until today, the balance sheet has shown a fair profit, mainly derived from the station restaurants, and for many years the company has declared a dividend of 5 per cent. per annum.

Total turnover from the dining cars—as compared with the joint turnover of dining cars, restaurants, and hotels—varies from one-half to one-sixth of the whole. No dining cars were in operation during the war years of 1943 and 1944, and part of 1945.

In 1939, the balance sheet showed a turnover in excess of kr. 4,000,000, of which the proportions were as follows:—

Station restaurants...	kr. 3,234,927 (£161,746 7s.)
Dining cars	" 724,160 (£36,208)
Opdal Tourist Hotel ..	108,083 (£5,404 3s.)

A/S Norsk Spisevognselskap is a popular institution in Norway, enjoying the goodwill of the travelling public, and working in close co-operation with the railway administration.

Staff & Labour Matters

Lodging Turns Dispute

Negotiations in connection with the dispute about lodging turns for trainmen reached a critical stage on June 8. In the morning officials of the N.U.R. and A.S.L.E.&F. had a meeting at the Ministry of Labour with Sir Robert Gould, Chief Industrial Commissioner, and it is understood they were advised that it was essential that the unions should exercise their full authority and take all possible steps to persuade members to cease taking part in unofficial Sunday stoppages.

After the above meeting representatives of the two unions met representatives of the Railway Executive in the afternoon of the same day, and after lengthy discussions the meeting was adjourned at 6.30 p.m. so that the executive committees of the unions might consider certain proposals which had been put to them with a view to preventing a recurrence of the difficulties experienced on the three previous Sundays.

Discussions were resumed at 10.45 p.m. the same evening, and continued until the early hours of Thursday, June 9, without any agreement being reached. The talks were continued at 11 a.m. on that day, but, unfortunately, did not bring about a settlement of the dispute, and a complete breakdown of negotiations resulted. This led to the following announcement being made by the Railway Executive:—

"The Railway Executive yesterday and today met the representatives of the N.U.R. and the A.S.L.E.&F. to ascertain what steps the unions had taken, and proposed to take, in response to the Railway Executive telegram of June 5 to ensure a return to work by those of their members on the East Coast group of lines who have been participating in unofficial strikes on the last three Sundays. It will be recalled that, previously, the unions had given assurances that they would instruct their members to cease these unofficial Sunday strikes.

"The Railway Executive has always been prepared to discuss lodging turns with the unions, and, on May 31, it proposed to the trade unions that a joint examination of all rosters which involve additional lodging should be made. The A.S.L.E.&F. made it abundantly clear that it was agreeable to this course. In the case of the N.U.R., however, this union at once stated its inability to take any further action in regard to the Railway Executive proposals made that day; indeed, on May 26 the General Secretary had written to the Railway Executive a formal letter of which the following are the relevant extracts:—

"With regard to the unofficial Sunday strikes, they issued implicit instructions to our members immediately to cease taking part in such stoppages, but they also instructed them to refuse to work any additional lodging turns.

"My executive also indicated that, should the Railway Executive endeavour to take disciplinary action against any of our members who refused to work these additional lodging turns, then the whole resources of this union would be used, if necessary, to protect them."

"It will be appreciated that in thus instructing their members not to work any additional lodging turns the N.U.R. would appear to be condoning the attitude of the strikers. The responsibility for the continuation of the unofficial strikes must rest squarely on the unions concerned. The Railway Executive considered that until

the unions showed that they would take really energetic and effective steps to control their members it would be useless to negotiate further with them.

"It was established at the meeting yesterday and today that the A.S.L.E.&F. is prepared to take every step to try and induce its members to return to work by making direct contact with them. The N.U.R., however, while stating that it would hold meetings calling on the men to return, decline to withdraw, amend, or even suspend their instruction of May 26 that its members should refuse to work additional lodging turns, and that their action in this would be supported by the whole resources of the union.

"The Railway Executive, therefore, regrets that in these circumstances it cannot feel any confidence that the steps taken or proposed by the N.U.R. to get its members to work normally on Sundays can prove effective. With the threatened continuation of the Sunday strikes the Railway Executive can no longer negotiate with the trade unions at national level under duress. As the Railway Executive has already stated, it is useless to sit down discussing rates of pay and conditions of service unless agreements so arrived at—and lodging is part of the national agreement with the trade unions—are to be honoured. The Executive has, therefore, informed the trade unions accordingly, and the meeting fixed for today on minimum rates of pay and other matters has been deferred.

"The Railway Executive notes with appreciation that the General Secretary of the A.S.L.E.&F. and his officers are personally visiting motive power depots in the North Eastern Region to persuade affected members of the Society to resume work next Sunday. In the event of the continued unofficial action of the men, it would, of course, be the duty of the Railway Executive to close down certain sections of the East Coast group of lines and reduce the numbers of men at the affected stations and depots on Sundays to avoid unnecessary waste. In view of the efforts being made by the A.S.L.E.&F., and in the hope that they will be successful, the Railway Executive is deferring such action. As soon as the situation clarifies a further statement will be issued."

N.U.R. APPEAL TO PRIME MINISTER

In view of the trend of events, an emergency meeting of the N.U.R. executive committee was called, and it was decided to appeal to the Prime Minister for his personal intervention to prevent a possible national stoppage. Meanwhile, at a meeting at York on June 9, delegates from motive power depots in the North Eastern Region passed a resolution re-affirming the policy of not working rostered Sunday duty until the lodging turns are withdrawn.

Officials of the A.S.L.E.&F. decided to continue in their efforts to persuade their members not to strike on Sundays, and a series of meetings to be addressed by their leaders was arranged to take place at motive power depots in the Regions affected.

To avoid any possible misunderstanding the Railway Executive made another announcement recapitulating the position:—

(1) The Railway Executive has no desire to impose unreasonable conditions on its staff.

(2) From the beginning the Railway Executive has offered to institute jointly with the trade unions a thorough examination into all rosters which involve additional lodging turns.

(3) It is impossible to embark on an

unprejudiced investigation so long as one of the unions concerned (National Union of Railwaymen) leaves unrecalled an instruction to its members to refuse to work any additional lodging turns and fails to take effective steps to secure normal Sunday working.

(4) If that instruction is withdrawn, and effective action taken to ensure that men report for duty, the investigation into lodging turns can proceed without delay.

(5) The Railway Executive was reluctant to suspend the negotiations on wages, but it has no alternative with the continuance of these unofficial disputes, which are in direct contravention of the agreed negotiating machinery for the industry.

(6) As soon as the Executive is satisfied that the union is taking effective action, the wage negotiations can be resumed at once.

MEETING AT DOWNING STREET

On the night of June 10 a special meeting of Ministers called by the Prime Minister, who had returned specially from the Labour Party conference at Blackpool, was held at No. 10, Downing Street, to consider the situation brought about by the deadlock. The meeting lasted nearly 1½ hours, after which the undermentioned letter was sent by the Minister of Labour to the General Secretary of the N.U.R.:—

"Dear Mr. Figgins.—In reference to your letter of yesterday's date to the Prime Minister, following the suspension of your negotiations with the Railway Executive, the Prime Minister has instructed me to deal with your request for intervention.

"It is with very great regret that I have heard of the way in which the situation has developed. As you know, I had personally done all in my power to ensure that negotiations should be as speedy as possible. I have, therefore, examined with the greatest of care all the facts of the present situation as they are known to me. In doing this, I have had the advantage of having before me your letter to the Prime Minister and a report of the meeting between the two unions and officials of my department on Wednesday morning last, including a copy of the statement you drafted at the end of that meeting. In addition, the Railway Executive has supplied me with an account of the proceedings yesterday and the previous day.

"I must point out that the Railway Executive's decision could not have been entirely unexpected. I myself was becoming increasingly apprehensive of the effect that the continuance of the Sunday strikes might have on the negotiations.

"It was for this reason that I arranged for the meeting on Wednesday morning. I was most anxious to impress on the unions the paramount importance of asserting their full authority in the matter and of leaving no room for doubt as to their desire and intention to secure a resumption of normal working next Sunday.

"I must confess, therefore, that when I read a report of the result of the meeting I was disappointed that your union had not found itself able to join with the A.S.L.E.&F. in a simple declaration accepting full responsibility for dealing with the unofficial action of the men.

"I note that your executive takes the view that the Sunday strikes are a separate issue and are not in any way related to the pay claim. However that may be, the fact remains that in this vitally important matter the Railway Executive is subject to duress in a way that is bound to preclude that freedom of discussion that is

fundamental to any system of voluntary joint negotiation.

"It seems to me, therefore, that so long as the Sunday strikes continue they must constitute an obstacle to all negotiations with the Railway Executive. As you are aware, however, the Railway Executive has announced its readiness to resume the wage negotiations immediately it is satisfied that effective action has been taken.

"I fully appreciate that the Railway Executive has also raised the question of the instructions contained in your circular letter of May 26, and that even if the Sunday strikes ceased there would still remain that point of difficulty.

"I would, however, be prepared to lend the services of my department to assist the parties in every way possible to come to some mutually acceptable arrangement or understanding in regard to it, but I cannot take any action that might seem in the slightest degree to condone or overlook the Sunday strikes. While they continue, not only are the negotiations impeded, but the assistance of my department cannot be made available. I must, therefore, invite your executive to give me without delay an undertaking that so far as they are concerned the Sunday strikes will stop.

"I am sending a copy of this letter to Mr. Baty and the Railway Executive. I am also issuing a copy to the Press.

"Yours sincerely,

G. A. ISAACS "

BROADCAST BY MINISTER OF LABOUR

The letter from the Minister of Labour was discussed by the Executive Committee of the N.U.R. at a meeting which lasted 3½ hours on the morning of June 11. It was decided to urge the union members to work as usual on Sunday, and telegrams were sent out with that object, and appealing to the men not to take unconstitutional action. In a broadcast speech on Saturday night Mr. Isaacs, Minister of Labour, said:—

"Tomorrow another series of Sunday railway strikes is threatened. As I have told the Executive of the N.U.R., these unofficial strikes only hinder negotiations. I speak to you not only as a member of the Government but as a lifelong trade unionist, stop this unofficial action and let your union deal with your case. These unofficial strikes only lead to loss and inconvenience to our people besides doing untold harm to the cause of trade unionism. There is ample machinery in the industry to settle any question that may arise between the men and the Railway Executive, and the unions are entitled to your loyalty. The N.U.R. has decided to convene a special general delegate meeting to consider the question of lodging turns and also the position regarding the wages claim and future policy."

The appeal of the Minister of Labour and the somewhat belated action of the N.U.R. in sending out telegrams to its members concerned on the Saturday did not bring about a general return to work of the men on Sunday, June 12. There was some slight improvement in the services as a result of the emergency service inaugurated by the Railway Executive, and most of the Saturday/Sunday overnight expresses running on the East Coast route got through to destination, as well as fish and newspaper trains. The local services in the North Eastern Region were seriously affected and only a few of the excursion trains scheduled were run to the coast.

Taking the overall position, however, the percentage of staff reporting for duty in comparison with the number of men rostered was greater than on previous Sun-

days. This was more noticeable in the North Eastern Region; in the Eastern and Scottish Regions there were more depots concerned in the strike than in previous weeks.

Mr. W. T. Potter, President, National Union of Railwaymen, and Mr. J. B. Figgins spent an hour at the Ministry of Labour on Tuesday afternoon, June 14, and discussed the disputes over wages and lodging turns with Sir Robert Gould. On their return to the union headquarters a special meeting of the executive was summoned. The committee sat for three and a half hours. At the end no statement was made.

Representatives of the unions concerned met officials of the London Transport Executive on Wednesday, and a special delegate meeting of the N.U.R. was held in London on Thursday.

Notes and News

Assistant for Design of Reinforced Concrete Bridges and Structures Required.—British Railways (Western Region) require for London office an assistant for design of reinforced concrete bridges and structures. See Official Notices on page 683.

Siam Renamed Thailand.—The Siamese Embassy in London has announced that, in accordance with a notification of the Presidency of the Council of Ministers issued on May 11 last, the name of the country in English shall henceforward be Thailand, and of the people and nationality, Thai.

Closing of Stations, L.M.R.—The following stations on the London Midland Region were closed to passengers on May 23: Netherton, Healey House, and Meltham (on the branch from Lockwood to Meltham, near Huddersfield); Standish (between Wigan and Preston); Longford & Exhall (between Coventry and Nuneaton); Haughton (between Stafford and Wellington); Soho (between Birmingham and Smethwick); and Spratton (between Northampton and Market Harborough).

On the same day, Damems Station, between Keighley and Oxenhope, was closed to all traffic. Crown Street Halt, near Silverdale, Staffordshire, was closed on June 7. It has been decided, also, to close permanently the stations at Hornsey Road, and Junction Road (closed temporarily on May 3, 1943), and Binton, and Bidford, between Broom Junction and Stratford-on-Avon, which were closed temporarily on June 16, 1947. The passenger train services between Broad Street and Poplar, and on the branch to Over & Wharton, near Crewe, are not to be restored. These services were withdrawn on June 16, 1947, and in May, 1944, respectively.

Wagon and Steel Car Erecting Shops Foreman Required.—An old-established rolling stock works in South Yorkshire requires a foreman for its wagon and steel car erecting shops. See Official Notices on page 683.

Firth Brown Tools Dividend.—The directors of Firth Brown Tools Limited recommend an ordinary dividend of 5 per cent. for the 15 months to March 31. The dividend for 1947 was 7½ per cent. Profit from trading amounted to £421,867. The balance at credit of the profit and loss account was £78,954. The net profit for 1947 was £57,231.

Loudspeakers at Finsbury Park Station.—A loudspeaker system recently installed at Finsbury Park Station was planned by the Eastern Region of British Railways in collaboration with electro-acoustic engineers of the General Electric Co. Ltd. The installation comprises nearly 100 loudspeakers supplied from two 60-watt amplifiers.

Resignalling of Chesham Branch Line.—London Transport has completed the modernisation of signalling on the 4½-mile section of single line between Chalfont & Latimer and Chesham on the Metropolitan Line. This section, previously controlled by Tyers tablet instruments, has been track-circuited throughout and provided with two-aspect colour-light signals

controlled by the track circuits. The use of the tablet instruments has therefore been discontinued. As an additional safety factor the starting signals at both Chesham and Chalfont have been duplicated by co-acting colour-light signals located 50 ft. apart. Six track circuits of the condenser feed type with injector type relays which give an improved shunt—have been provided on this single line and are indicated on overlapping illuminated diagrams in the signal boxes at each end.

Hunslet Locomotive for Nepal.—The Hunslet Engine Co. Ltd., Leeds, is building an 0-6-2T locomotive for the 2-ft. 6-in. gauge Nepal Government Railway. The locomotive will have 10½-in. by 16-in. cylinders, 30-in. wheels, 180-lb. boiler pressure, and a weight of about 23 tons loaded.

Chloride Electrical Storage Company.—The profits for 1948 amounted to £1,298,436. Last year, when the accounts of the parent company were for nine months and included the results of the subsidiaries for 12 months, the profit was £1,534,153. On May 17, the board will pay a further dividend of 5 per cent. and a bonus of 10 per cent. on the "A" and "B" ordinary stock, making 20 per cent., which is the same as last year.

Progress of the Port of Southampton.—Mr. R. P. Biddle, Docks & Marine Manager, Southern Region of British Railways, last week headed the delegation from Southampton Docks and associated undertakings which paid the annual courtesy visit to the Mayor and Corporation of Southampton. Mr. Biddle, introducing the delegation, drew attention to the presence, for the first time, of a B.O.A.C. official, Mr. H. J. Bingham, Station Manager of the marine airport. Mr. Biddle reviewed progress during the past year, which had included some notable liner sailings, and foretold important developments in the port, which handled nearly 70 per cent. of our ocean passenger traffic.

New Vessel for Isle of Wight Service.—The Railway Executive has placed an order with William Denny Bros. Ltd., Dumbarton, for a new vessel for the Portsmouth-Ryde service. This ship, which will replace the p.s. *Shanklin*, will be of twin-screw/twin-rudder design, driven by geared (direct) diesel engines, and will thus be similar to the *Southsea* and *Brading*, which were built by the same firm and put into service a few months ago. The new vessel will have a summer carrying capacity of 1,331, against 746 in the *Shanklin*, and will have ample refreshment and other public rooms for first and third class passengers. It is anticipated that the new ship will be available for the summer traffic of 1951.

I.C.I. Scientific Literature Exhibited.—An exhibition of scientific and technological literature published by Imperial Chemical Industries Limited was opened at the Grosvenor Hotel, London, S.W.1, on June 13, and closes today, June 17. The exhibition was opened by Sir Frederick Bain, Deputy Chairman, Imperial Chemical Industries, and President of the Federation of British Industries. The annual printing order of I.C.I. pamphlets and books is about 2,250,000 copies, covering every I.C.I. product, including alkalis, dyestuffs, fertilisers, plastic materials, and general chemicals. The quarterly scientific review *Endeavour*, published in English, French, German, Italian, and Spanish, has a circulation of 35,000. I.C.I. scientific and technological films

Presentation to Mr. S. W. M. Hind



Mr. George Dow, until recently Press Relations Officer, Eastern & North Eastern Regions (and now Public Relations & Publicity Officer, London Midland Region), shaking hands with Mr. S. W. M. Hind (right), Press Relations Representative, North Eastern Region, who has retired, after presenting him with a travelling case on behalf of his former department

[Photo]

["Northern Echo"]

OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

BRITISH RAILWAYS (WESTERN REGION) require for London Office, Assistant for design of reinforced concrete bridges and structures. Starting salary £600 to £700 according to age and experience. Permanency and prospects of advancement for right man. Applications with age, details of previous experience, etc., to Box 369, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

It is desired to secure the full commercial development in the United Kingdom of British Patent No. 576,712, which relates to "Resilient Wheels," either by way of the grant of licences or otherwise on terms acceptable to the Patentee. Interested parties desiring copies of the patent specification and further particulars should apply to: STEVENS, LANGNER, PARRY & ROLLINSON, 5 to 9, Quality Court, Chancery Lane, London, W.C.2.

cover medical, veterinary, agricultural, and chemical subjects, and also include special instructional films for industry and for schools.

C. C. Wakefield & Co. Ltd.—In 1948 the company made a profit of £300,304 as compared with £508,949 for the previous year. The final ordinary dividend of 75 per cent. and the bonus of 35 per cent. again make 150 per cent.

Lancashire Waggon Company Distribution.—The sum of £100,000, part of a surplus of £284,089 resulting from the liquidation of a subsidiary company as a result of the nationalisation of transport, is to be distributed, subject to approval at the annual meeting on June 30, among the shareholders of the Lancashire & Yorkshire Waggon Company. The distribution will amount to £10 a share and will not be subject to tax. On March 28, shareholders were repaid £7 10s. of their £10 shares, the capital of the company being reduced from £100,000 to £25,000.

Bahia South Western Railway Sold.—The directors of the State of Bahia South Western Railway Company announce that the negotiations with the Brazilian Government have concluded and an agreement was signed in London on June 7 by Dr. Jose Vieira Machado for the purchase of the company's undertaking and assets in Brazil as from April 30, 1949. The purchase having been authorised by the Brazilian Congress and approved by the President of the Republic, the agreement will become binding on the Government and the company on sanction by the High Court of Justice in England of a scheme of arrangement between the company and the holders of the several classes of loan and share capital of the company.

United Railways of Havana Interventor.—The Cuban Cabinet on June 9 approved Government intervention in the affairs of the British-owned United Railways of the Havana and Regla Warehouses. It also appointed a new interventor, Señor Jose Morell Romero, who has been given full powers to act. The previous interventor, Mr. Clark, was appointed on March 31—with only powers of recommendation—to investigate the serious financial crisis which the railway was said to face on termination of the present sugar crop in mid-May. The Cuban Labour Minister said intervention was imperative because of the threat of the workers to stage a general strike if the company did not reinstate several hundred workers dismissed as an economy measure. The chairman

THE ABC RAILWAY GUIDE of London requires an experienced Advertisement Office Manager. Knowledge of hoteliers' requirements, ability write good space selling letters and able take responsibility of advertisement "make-up" essential. Only written applications giving full details in confidence of past experience entertained.—THOMAS SKINNER & Co. (PUBLISHERS) LTD., 330, Gresham House, Old Broad Street, London, E.C.2.

FOREMAN required for wagon and steel car erecting shops in old established Rolling Stock Works in South Yorkshire. Applicants should be under 45 years of age, and have an all-round experience of this type of work. Must be strict disciplinarian. A knowledge of price fixing is essential. The position offers considerable scope and is superannuable.—Apply Box 361, c/o *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

RAILWAY STORE METHODS. By W. H. Jarvis. Great Western Railway. The necessity for training officers—Organisation of stores department—Stores accounts. Cloth, 7½ in. by 5 in. 116 pp. With diagrams. 4s. By post 4s. 3d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

(Mr. R. G. Mills) in January warned that only a radical and wholly unexpected change in the conditions in Cuba could prevent the present year's results of the railways being "very serious."—Comtel.

British Timken Australian Office.—British Timken Limited and the Fischer Bearings Co. Ltd. announce that on June 15 they opened their own Australasian office. The address of this office is Oxford Chambers, 473, Bourke Street, Melbourne, C.1 (Telephone: MU 3093; cables and telegrams: Britimken Melbourne).

Glasgow-Oban via the West Highland Line and Crianlarich.—As recorded in our June 10 issue, a new feature of the summer services is a pair of trains between Glasgow Queen Street and Oban via Helensburgh and Crianlarich, at which latter point the crossover is used for transfer between the former North British (West Highland) and Caledonian lines. The photograph reproduced below shows the 9.31 a.m. ex Glasgow Queen Street buffet-car train, on its inaugural run on May 23, about to transfer to the Callander and Oban line, hauled by ex-L.N.E.R. "B1" engine 61344 from Eastfield shed, with an Oban crew from Crianlarich. The new routing substantially has reduced Glasgow-Oban journey times as compared

with the former Caledonian route via Stirling.

STATION DESIGN. A striking example of modern British practice at the important wayside station of Luton. Reprinted from *The Railway Gazette*, July 7, 1944. Price 1s. Post free 1s. 2d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

THE WORK OF THE RAILWAY CLEARING HOUSE, 1842-1942. An account of the development and extent of the activities of this famous British railway institution. Paper, 9½ in. by 6 in. 24 pp. Illustrations. 2s. 6d. By post 2s. 8d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

with the former Caledonian route via Stirling.

The Butterley Co. Ltd.: London Office.—The London office of the Butterley Co. Ltd. is now at 20, Ashley Place, Victoria, London, S.W.1 (Telephone No.: Victoria 8023/4/5; telegraphic address: Butterley, Sowest, London).

Liverpool Overhead Traffics.—As a result of decreasing traffics during May, Liverpool Overhead Railway aggregate receipts at May 29 were £739 below those for 1948, although at May 1 they had been better by £165. The largest decrease was in the week ended May 8, when traffics at £2,595 were down by £268, but at May 29 the difference was reduced to £125, at £2,775. At the end of the month, receipts for the 21 weeks were £56,727, as compared with £57,466 last year.

British Oxygen Co. Ltd.—At the recent annual general meeting the Chairman, Mr. S. J. L. Hardie, pointed out that the consolidated profit and loss account for 1948 showed an increase in profits from £2,832,949 to £3,492,795. Against this, taxation had increased from £1,074,786 to £1,361,112, and an increase in depreciation and obsolescence had left a balance of £1,200,531. An interim dividend of 8

To Oban by the West Highland Line



Glasgow to Oban train at Crianlarich crossover on May 23 (see paragraph above)

per cent. had been paid in October, 1948, and the directors recommended that a final dividend of 12 per cent., less income tax, be paid on the ordinary stock.

Ulster Transport Authority.—The receipts of the Ulster Transport Authority for the week ended May 29, which showed an increase of £9,464 over the corresponding week last year, were as follows:—

Passenger	£77,112	+£4,786
Goods	£33,557	+£4,678

The aggregate for the 34 weeks to May 29, showed an increase of £365,817.

Colvilles Profits Increase.—Preliminary figures of Colvilles Limited for 1948, show that the consolidated net profit of the group, after providing for taxation and depreciation, amounted to £1,270,387, as compared with £1,045,254 for 1947, plus £653,463, against £150,000, provisions made in previous years no longer required, making £1,923,850, against £1,195,254. The directors recommend a final ordinary dividend of 5 per cent., making, with the interim payment of 3 per cent., and the special interim of 5 per cent. already paid, a total of 13 per cent. for the year.

Dollar Exports Board.—The formation of a Dollar Exports Board and the names of its Council were announced at a press conference held in London at the Federation of British Industries on June 13. Members of the Council are as follow:—

Sir Graham Cunningham, Chairman; Mr. E. A. Carpenter, President, Manchester Chamber of Commerce; Mr. C. B. Colston, Chairman & Managing Director, Hoover Limited; Sir Charles Hambro, Chairman, Financial Advisory Committee; Sir Patrick Hannon, President, National Union of Manufacturers; Mr. Laurence Heyworth, Director, Unilever Limited; Sir Percy Lister, Chairman, R. A. Lister & Co. Ltd.; Mr. John McLean, President, Associated British Chambers of Commerce; Sir Leonard Paton, Director, Harrisons & Crosfield Limited; Sir Robert Sinclair, President, Federation of British Industries; Mr. H. V. Tewson, General Secretary of the Trades Union Congress.

The object of the board is to promote in every way the increase of British exports to North America. At the above conference Sir Graham Cunningham said that there was no quick or easy answer to the problems confronting us. Every section of British business, however, was co-operating in the new effort, and the Government was prepared to give every assistance. (See editorial note on page 657).

Forthcoming Meetings

June 17 (Fri.).—Railway Club, 57, Fetter Lane, London, E.C.4, at 7 p.m. "Tunnel Construction," by Mr. Rolt Hammond.

June 17 (Fri.) to June 22 (Wed.).—Permanent Way Institution, Summer Convention at Dublin.

June 22 (Wed.).—Road Haulage Association, Annual Luncheon, at Grosvenor House, Park Lane, London, W.1. Principal guest: Sir Cyril Hurcomb, Chairman, British Transport Commission.

June 22 (Wed.) to June 24 (Fri.).—Institute of Transport Congress at Buxton.

June 24 (Fri.) and June 25 (Sat.).—Institution of Railway Signal Engineers, Annual Summer Meeting.

June 25 (Sat.) to June 28 (Tue.).—Railway Students' Association, London School of Economics & Political Science, Annual Convention at Maclay Hall, University of Glasgow.

Railway Stock Market

The dock strike and railway labour troubles have kept stock markets uncertain and cautious. Despite a moderate rally at one time, values in most sections again declined on balance in the absence of demand, and the tendency has been for markets generally to take their cue from British Funds. The latter were upset towards the end of last week when 3 per cent. Gas stock declined sharply below par, but later there was a rally to 99½, which helped the transport and other nationalisation and long-dated stocks. The big 3 per cent. Transport (1978-88) stock has, indeed, moved closely with 3 per cent. Gas stock, although it should be higher than the latter, bearing in mind that Gas is the longer-dated stock. Better export trade figures for May helped industrial shares, though it is realised that, because of the down-trend in prices, many companies cannot expect to do so well financially in export markets as in 1948.

Much quieter conditions have ruled in foreign rails. Leopoldina debentures showed only moderate movements on balance, reflecting the view that at current levels they are probably fairly valued in relation to probable pay-out terms, now expected to be par, plus full payments in respect of the substantial arrears of interest outstanding in most cases. It is thought that Leopoldina 4 per cent. debentures, now at 93½, may eventually prove to be worth £100, and that Leopoldina Terminal 5 per cent. debentures may be overvalued at £111. Great Western of Brazil £10 ordinary have shown small fluctuations around 14½s. 3d. San Paulo stock was firm at 144. Antofagasta encountered a little selling, the ordinary easing to 6, and the preference to 55. United of Havana 1906 debentures remained depressed at 9½, although the Terminal Company debentures had a steadier appearance at 39. Canadian Pacific (15½) moved closely with the trend in dollar stocks, but the preference, at 63½, and 4

per cent. debentures, at 104½, attracted attention because of the good yields. Manila "A" debentures were 92 and the preference shares 8s.

Road transport shares have lost more ground, sentiment being dominated by further annual reports showing reduced profits, but it is pointed out that, although they compare unfavourably with results for the previous year, the latter were exceptionally good. There have been other factors affecting this section. Among these is the possibility that the threat of nationalisation might after all be removed by the result of the next General Election. That prices sometimes have been marked down sharply is due partly to the fact that they had been valued to some extent in relation to market views of their possible take-over value. General belief is that there is little need to sell shares in road transport and bus companies. There would have to be a heavy fall in profits to necessitate reduced dividends, and in the event of nationalisation, take-over terms would probably be above current market prices. Southdown have fallen sharply to 140s., West Riding were 77s. 6d., and Lancashire Transport 87s. 6d. B.E.T. deferred stock continued to fluctuate, awaiting the annual report and financial results, but at the time of writing there has been a rally to £1,670.

Iron and steel shares on the nationalisation list have now moved sharply below their official take-over levels, but in many quarters it is believed that the fall is unjustified and is merely a reflection of existing uncertainty and depression in stock markets. The iron and steel industry must remain very active for a long time and there is every prospect of dividends being maintained unless there is a general trade depression.

Among locomotive building and engineering shares, Beyer Peacock were 20s., Vulcan Foundry 19s. 3d., Gloucester Wagon reacted to 46s. 6d., North British Locomotive were 19s. 6d., and Wagon Repairs 18s. 6d.

Traffic Table of Overseas and Foreign Railways

Railways	Miles open	Week ended	Traffics for week		No. of week	Aggregate traffics to date	
			Total this year	Inc. or dec. compared with 1947-48		Total 1948-49	Increase or decrease
			£	£		£	£
Antofagasta...	811	5.6.49	45,320	—	22	1,489,090	+ 306,810
Bolivar	174	July, 1948	828,960	—	30	8471,287	+ 8301,893
Brazil							
Cent. Uruguay ...	970	6.11.48	32,712	+	18	593,105	— 7,652
Costa Rica	281	Mar., 1949	38,753	+	39	321,689	+ 29,338
Dorada	70	Apr., 1949	29,741	+	17	120,311	+ 45,611
G.W. of Brazil ...	1,083	21.5.49	19,200	—	20	755,800	+ 1,200
Inter. Ctl. Amer. ...	794	Apr., 1949	\$1,071,343	—	17	\$4,356,688	— \$455,995
La Guaira	22½	May, 1949	\$103,455	—	12	\$555,929	+ 831,948
Leopoldina	1,902	28.5.49	43,288	+	21	965,094	+ 155,382
Midland Uruguay ...	319	Sept., 1948	19,608	+	12	67,355	+ 16,721
Nitrate	382	31.5.49	20,048	—	12	177,875	+ 56,595
N.W. of Uruguay ...	113	Sept., 1948	5,686	—	12	16,335	+ 1,989
Paraguay Cent. ...	274	3.6.49	\$115,886	—	48	\$5,001,421	+ \$1,619,806
Peru Corp.	1,059	May, 1949	256,274	+	48	2,306,425	+ 399,101
Salvador	100	Mar., 1949	c169,000	—	39	c1,608,000	— c13,600
San Paulo	153½						
Taltal	156	May, 1949	11,500	—	48	99,755	+ 10,735
United of Havana ...	1,301	4.6.49	\$215,544	—	48	\$13,502,617	+ 84,674,697
Uruguay Northern ...	73	Sept., 1948	1,072	—	12	3,308	+ 111
Canada							
Canadian National...	23,473	Mar., 1949	10,359,000	+	13	28,911,500	+ 2,244,000
Canadian Pacific ...	17,037	Apr., 1949	7,534,250	+	17	28,923,750	+ 2,654,000
Various							
Barsi Light*	202	May, 1949	27,322	+	9	69,007	+ 11,130
Beira	204	Feb., 1949	104,917	—	22	589,461	+ 9,141
Egyptian Delta ...	607	20.4.49	19,724	+	3	40,234	+ 3,817
Gold Coast	536	Apr., 1949	225,932	+	5	225,932	+ 1,140
Manila							
Mid. of W. Australia	277	Apr., 1949	30,072	+	43	290,377	+ 51,032
Nigeria	1,900	Mar., 1949	494,854	+	48	5,719,011	+ 1,001,177
Rhodesia	2,445	Sept., 1947	643,980	+	52	6,787,603	+ 612,938
South Africa	13,347	21.5.49	1,456,521	+	7	10,598,294	+ 989,671
Victoria	4,774	Feb., 1949	1,484,797	+	35	—	—

* Receipts are calculated @ 1s. 6d. to the rupee